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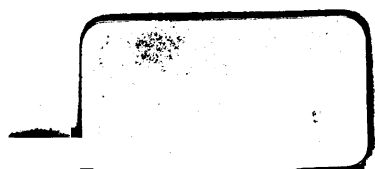
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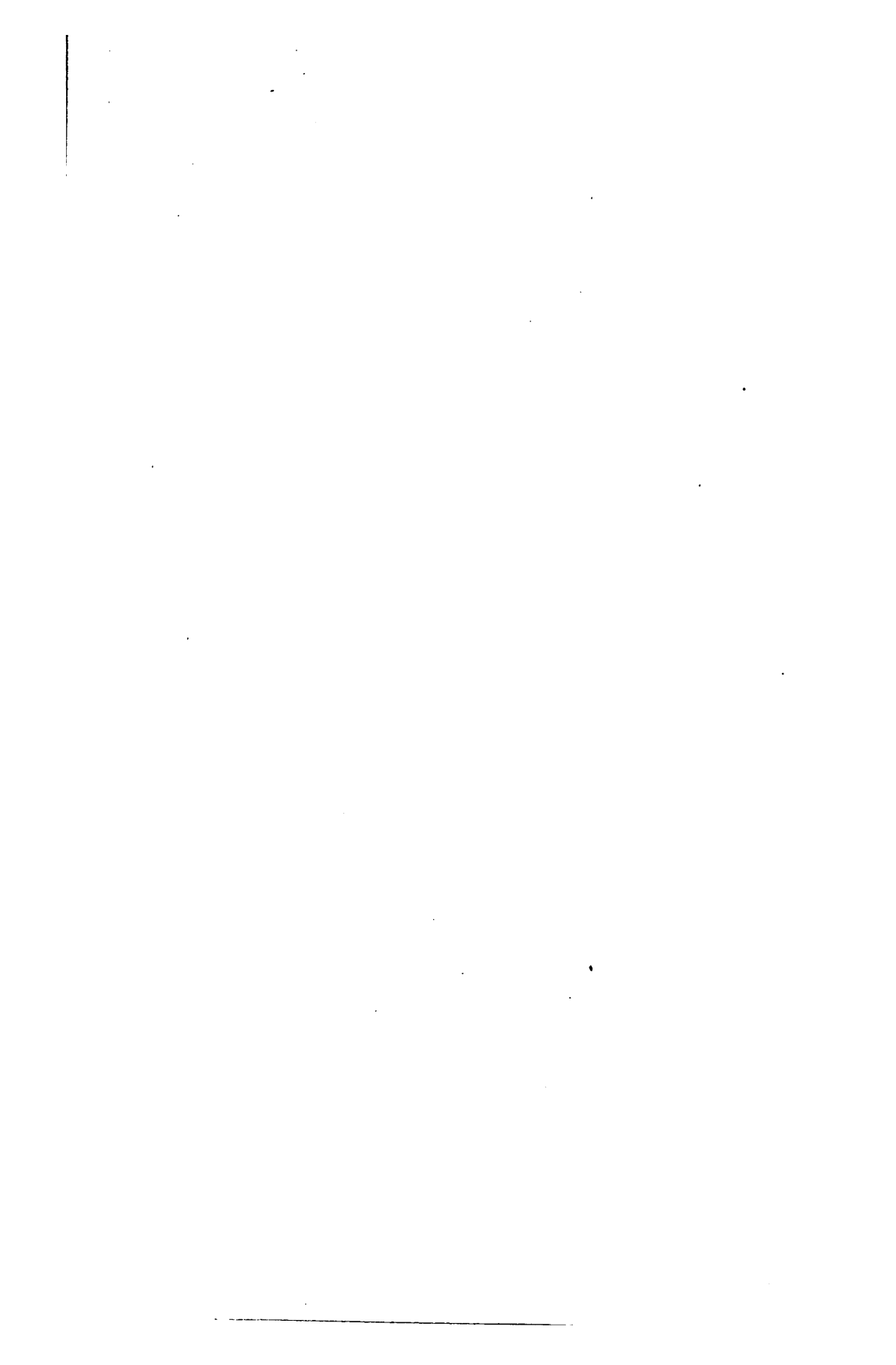




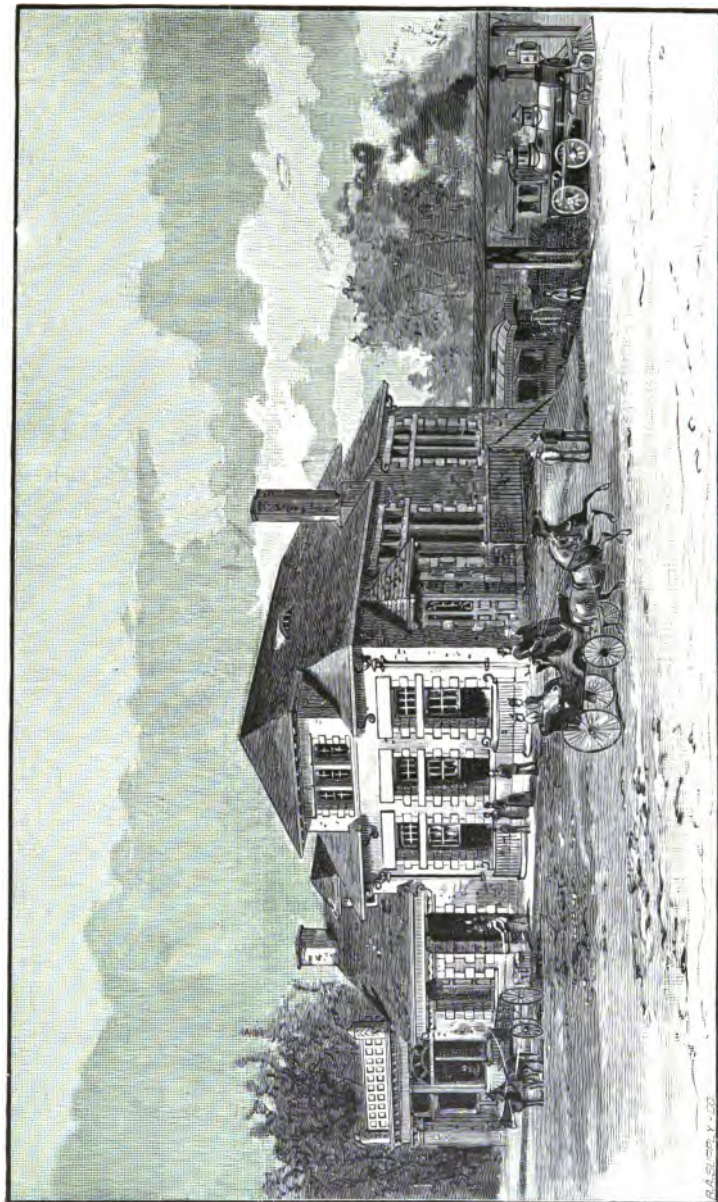


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**BOSTON & MAINE R. R. PASSENGER STATION AT GREAT FALLS.  
ERECTED 1886.**





FORTY-THIRD ANNUAL REPORT

OF THE

RAILROAD COMMISSIONERS

OF THE

STATE OF NEW HAMPSHIRE,

1887.

MAINE

MANCHESTER, N. H.:

JOHN B. CLARKE, PUBLIC PRINTER.

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PART I.

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COMMISSIONERS' REPORT.





## STATE OF NEW HAMPSHIRE.

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*To the Legislature :*

The Board of Railroad Commissioners respectfully submits its forty-third annual report, it being the fourth under the act of 1883.

Its purpose is to comply with the law and furnish facts in regard to the railroads of New Hampshire and the work of the railroad commission.

### IN GENERAL.

This can fairly be said of the railroads of New Hampshire : Their value, which depends upon their capacity to earn dividends, and is represented by the market value of their securities, is greater than ever before. Their physical condition is better than ever before. Their rolling stock has been greatly increased, and is more serviceable. They are doing more business, and are operated with greater regularity, speed, and safety, and with more regard to the convenience of the public.

**NOTE.** — The returns of railroad corporations and the comments thereon are for the year ending September 30, 1886.

A change in the chairmanship of the Board occurred October 1.

The record of complaints and decisions having been brought, in the report for 1886, published in September last, down to May 17 of that year, that which appears in this volume covers but ten months.

Most of the railroad histories begun in previous reports have been rewritten in order to make necessary additions and corrections, and it is hoped they will now be found so complete and reliable that they may hereafter be omitted.

## COST OF NEW HAMPSHIRE RAILROADS.

The original cost of the railroads of New Hampshire cannot be given. The amounts stated in the reports of the different corporations are the sums at which the roads are valued upon their books, and are unreliable so far as furnishing information as to the expense of building and equipping them is concerned. In some cases they include the first cost of construction and equipment; in others, these items and the expense of a long series of improvements and large ventures in other properties; in others they are only the sums paid at trustees' sales, or those upon which interest is guaranteed, or the total of the outstanding stock and bonds. In one or two instances they are but fractions of the amounts invested; and in others they refer to expenditures almost entirely in other States. But by sifting and analyzing these reports, and gathering such data as are obtainable elsewhere, we secure the material for a close estimate of the cost of constructing and furnishing the several roads in this State up to the time when they could fairly be said to be finished, which was about \$35,000,000. Of this amount, about \$9,000,000 has never paid any dividends, and most of it has been irrecoverably lost in the reorganizations and transfers which have followed the bankruptcy of the corporations that constructed the roads. The Central, Contoocook Valley, Concord & Claremont, Sullivan, Concord & Portsmouth, Manchester & Keene, Nashua & Acton, Dover & Winnepesaukee, Peterborough & Shirley, Ashuelot, and Portland & Ogdensburg, have all been through bankruptcy, and the original stockholders of the Great Falls & Conway, Boston, Concord & Montreal, and Cheshire are still waiting for interest upon investments made long ago. The total cost of all the roads making returns to this Board, as it appears upon the books of the corporations, is \$65,120,232.64. Of this, fully one half represents



expenditures in other States, and the cost of the railroad property in this State, in its present condition, to the owners, is about \$32,500,000. The capital stock of all the corporations reporting is \$45,691,742.74; the funded debt, \$25,075,100; and the floating indebtedness, \$8,261,882.10; a total liability of \$79,028,724.84.

#### THE COMPLEXITY OF RAILROAD REPORTS.

The total standard-gauge steam railroad mileage of this State is 1,025 miles. All of this except about 68 miles is included in the Connecticut River, Cheshire, Concord, Boston & Lowell, Boston & Maine, and Grand Trunk systems.

Each of these systems is practically one road. No one of them is wholly in New Hampshire. All but one traverse parts of three States. Their accounts, so far as they relate to earnings and expenses, can be strictly reliable only when each system is treated as a unit; for the apportionment of aggregates among the several component corporations must be, to some extent, arbitrary, and an accurate division according to state lines is not possible; but conclusions which are approximately correct, and which answer practical purposes, at least for comparison, may be reached by considering each system as entirely our own, and each important road that is mostly in this State as an independent line, whose accounts and reports are in no way affected by its family relations.

#### THE ADVANCE IN RAILROAD SECURITIES.

The following table shows the price, discarding fractions, of New Hampshire railroad stocks in the Boston market since 1878, the quotations given being the lowest for the years named except the last, which is for February 21 of this year. It includes all our state roads that are bought and sold in that market, the others being leased properties whose dividends are fixed and whose securities

are in most instances owned in large blocks and seldom change hands.

TABLE SHOWING THE APPRECIATION OF NEW HAMPSHIRE RAILROAD STOCKS IN EIGHT YEARS.

	1879.	1880.	1881.	1882.	1883.	1884.	1885.	Feb. 21, 1887.	Advance since 1879.	Advance since 1885.
Boston & Lowell.....	\$58	\$85	\$100	\$98	\$89	\$97	\$100	\$150	\$92	\$61
Nashua & Lowell.....	91	110	140	145	141	145	146	180	89	19
Bost'n, Con. & Mon.(p'r'd)	75	85	95	107	99	92	87	103	28	4
Northern.....	82	84	90	104	108	110	112	138	46	20
Pemigewasset.....	.....	.....	.....	.....	100	89	95	104	.....	4
Boston & Maine.....	108	119	145	139	148	145	166	217	109	69
Eastern.....	10	24	31	30	35	29	43	131	121	96
Eastern (N. H.).....	57	78	85	89	88	84	88	110	53	23
Nashua & Rochester*.....	45	45	53	53	53	.....	.....	.....	.....	.....
Portsmouth & Dover.....	.....	.....	.....	106	106	106	109	112	.....	6
Porta., Gt. Falls & Conway	5	12	17	16	20	16	33	116	111	96
Worc., Nashua & Rochester	23	48	57	55	57	56	65	141	118	84
Concord.....	75	82	98	97	97	99	102	130	45	23
Manchester & Lawrence..	133	140	156	160	161	162	172	205	72	44
Cheshire (pref'd).....	24	45	57	58	58	55	52	118	94	60
Connecticut River.....	133	138	157	157	162	160	165	194	61	33

\* Consolidated.

Taken together, the stocks that have been continually listed since 1878 have more than doubled since that time, the average value of \$100 shares in each being \$73 then and \$155 now, an average gain of \$82.

The advance has carried every stock on the list above par, and three of them to more than twice their par value, while in 1879 only four sold for their face value.

The aggregate appreciation on all the stock of the fifteen roads named is almost \$27,000,000.

This appreciation is, except in one or two cases, in no way due to stock-board manipulation, but to increased confidence in prospective dividends, the resultant of a large increase of business and consolidations which promise large reductions in the percentage of expenses to gross earnings.

## EARNINGS AND EXPENSES.

The gross receipts of the steam railroads reporting to this office for 1885 were as follows:

From passenger department . . . . .	\$7,954,851 56
From freight department . . . . .	8,482,286 98
Rents for use of roads . . . . .	1,042,710 12
From other sources . . . . .	509,841 44
Total . . . . .	<u>\$17,989,140 10</u>

The gross expenses of the corporations reporting to this office for 1885 were as follows:

Operating expenses and taxes . . . . .	\$11,692,167 07
Rents paid . . . . .	2,533,798 97
Total . . . . .	<u>\$14,225,966 04</u>
Net income . . . . .	\$3,763,174 06

The gross receipts of the same roads in 1886 were:

From passenger department . . . . .	\$8,640,119 63
From freight department . . . . .	9,291,533 56
Rents for use of roads . . . . .	1,676,162 15
From other sources . . . . .	673,475 85
Total . . . . .	<u>\$20,281,291 19</u>

The gross expenses, including taxes and rents, were \$15,778,383.57; and the gross net income \$4,502,907.62. This is an increase of \$2,292,151.09 in receipts, and of \$739,733.56 in net income. The gain in receipts is 12.75 per cent and in net income nearly 20 per cent over the preceding year.

In this connection it is interesting to note that the increase in the earnings of the 76 roads taken by "Bradstreet" as representatives of the railroad business of the

whole country was but 6.2 per cent, and of the different sectional groups into which these roads are classified as follows: Granger roads 2.7 per cent; Central Western roads 10.4 per cent; Eastern roads 12 per cent; Southern roads 3.1 per cent; Southwestern roads 11.4 per cent; far Western roads 8.8 per cent.

#### DIVIDENDS.

Twenty-six of the thirty-four steam railway corporations making returns to this Board paid \$2,206,903.47 in dividends to stockholders,—the rate ranging from 2 to 10 per cent, an average of 5.9 per cent. In addition to this, the Atlantic & St. Lawrence stockholders received 6 per cent from the rental paid by the Grand Trunk.

#### RAILROAD MILEAGE.

There has been no increase in the steam railroad mileage of this State since 1882, when it reached in even miles 1,042, one set of returns making it 1,042.82 and another 1,041.32. The main lines are 968 miles and a fraction and the branches 73 miles in length.

There are 66.03 miles of doubled track, the same as last year. The sidings measure 202.94 miles, an increase of 5.70 over last year. Computed as single track, there are 1,310.29 miles.

#### ACCIDENTS.

Twenty-eight persons were killed upon the railroads in this State during the year ending September 30, 1886, and forty-one others were injured, some of them seriously. The only accident in which more than one person was killed was the head collision at Andover Center, October 18, 1885, in which three trainmen lost their lives and five others were injured. No passenger has been killed in a car in this State for several years.

Since October 1 this Board has investigated twelve accidents, resulting in the death of as many persons, making the number forty during the last eighteen months. The following classifications refer to this period. Of the forty killed, fourteen were railroad employes. Four of these fell and one jumped from moving trains, three were victims in collisions, one was coupling cars, one fell from a bridge, one was killed by a derailment, and three were walking on the track. Of the twenty-six not in railroad employ, one committed suicide, three were driving over crossings, four jumped from moving trains, two attempted to board trains in motion, one fell from a train, one was crawling under a train, and twelve were trespassers upon the track. Thus, it appears that forty-five per cent of all the casualties to persons not in railroad service were caused by the use of the track as a highway. This is a larger proportion than in other years or in other States, but this cause of fatalities is everywhere one of the principal ones.

There seems to be some infatuation which leads citizens of the United States to exercise an assumed but highly prized right to jeopardize their lives, whenever they have occasion to journey on foot between two points connected by a railroad and a highway, by always walking upon the track; and there are many sections of railroads over which hundreds of pedestrians pass every day. While this continues,—and there is no way to prevent it in the present state of public opinion,—accidents will occur in spite of the greatest vigilance and care on the part of trainmen.

#### TIES, RAILS, WATER, AND FUEL.

The question of supplying railroads with ties is fast becoming a serious one. Nearly 3,500,000 ties are in use in this State, and as their average life is not over seven

years, their renewal requires about 500,000 per year, and of these a large proportion are brought from other States and the British possessions; for the chestnut forests, from which come the standard tie, have nearly disappeared, and the supply of hemlock and oak is fast being exhausted. To such an extent has this lack of ties already made itself felt that the substitution of iron or steel for wooden track supports is one of the pressing problems in railroading, and several patterns of steel and iron are being tested with a promise of proving satisfactory.

On nearly all our roads there is a lack of water at stations for engines and drinking and sanitary purposes. No station at which there is much business can be said to be well furnished without an unfailing supply of drinking water, and no one can be kept entirely wholesome without water-closet arrangements, by which bowls and vaults can be frequently flushed or otherwise washed out.

Steel rails such as formerly cost \$150 a ton can now be had for \$40, and old iron rails sell for \$32, so that the difference in cost between a new steel track and an old iron one is but \$8 per ton and the expense of relaying. Under these conditions iron rails are rapidly going out of use, and steel is taking their places, greatly to the advantage of all parties. The tendency is also towards much heavier steel rails than were formerly deemed sufficient, and those weighing 56 and 65 pounds to the yard are being steadily transferred from the main lines to branches to make room for 72 and 80 pound patterns.

Even when they run through sections where wood is worth little upon the stump, railroads are rapidly substituting coal for wood as fuel for locomotives. All the locomotives on the Boston & Maine, Cheshire, and Connecticut River systems burn coal. On the Concord there are but 14 wood-burners out of 44; on the White Mountain division of the Boston & Lowell but 16 out of 36; and on the Northern division of that system but 9 out of 27.

## GRADE-CROSSINGS.

There are 675 grade-crossings in the State. Every one of these is a public enemy, and should be got rid of as soon as possible, whenever it can be done at a reasonable cost. Several States have attempted to rescue coming generations from the dangers incident to grade-crossings by inaugurating a long series of eliminations, the cost of which is apportioned between the railroads and the towns through which they run, and this may be successful in thickly settled and rich commonwealths, where the evil is proportionately much greater and the cost of its abatement much less than here, but in New Hampshire we can scarcely expect to do this, and outside of our cities and large villages grade-crossings are in the nature of necessary evils. It is estimated that it would cost to raise the railroads above or sink them below all the highways and farm paths which they now cross at grade, a sum equal to their total capital stock. This is too much to ask the roads or the public to pay, even though it be distributed through a series of years so long that the work will be finished only when the descendant of the prolific foreigner has taken the place of the last thoroughbred and barren Yankee, who has been run down and killed; and however much there is to support the theory that it would have been better to have prohibited crossings at grade when the roads were chartered, and that no new ones should be permitted, we may as well accept the fact that most of those we have are here to stay. Forty grade-crossings are now protected by gates or flagmen, an increase of seven over last year. This is the best plan that now offers to lessen the danger in the larger towns, and these gates must be multiplied as fast as is practicable. We may hope, too, that inventive genius will soon produce an automatic or electric gate that will effectually close a roadway upon the approach of every train, and be

so simple and comparatively cheap that it can be used at every crossing. Something can be done to prevent crossing accidents by clearing away the bushes and other obstructions within the boundaries of the highways and railroads which now, in many places, prevent travelers from seeing or hearing an engine as it nears a crossing until it is too late; and still more by the exercise of such care as all who desire to live are bound to take in the face of known danger. The uniform warning sign prescribed by the Board last year is coming into general use, and no instance of neglect of trainmen to obey the law relating to whistling and ringing the bell has come to our knowledge.

#### FREIGHT-CAR COUPLERS.

Frequent accidents to railroad employes while coupling freight cars continue to emphasize the need of an automatic coupler, and to illustrate the fact that of the thousands that have been patented and are being subjected to the tests of use in business, not one justifies the claims of its inventors. Railroad managers and trainmen differ widely as to the comparative merits of the many in the market, but they are generally agreed that all are faulty. The Massachusetts Commission has approved five, and builders are restricted to these in building or repairing cars in that State. Of these five, most of the roads operating lines in this State have adopted the United States, but it provokes criticism rather than praise. There has been similar experience in other States, and we believe we are warranted in saying that with several thousand patents to select from there is as yet not one that meets the requirements. There are many that would work well if all cars were equipped with them, but the one that will work satisfactorily with all others in use is yet to be invented.



## CAR HEATING AND LIGHTING.

The worst accident in the history of New England rail-roading occurred on the 5th of February last, to a train composed in part of cars that had just traversed half the length of this State and crossed the line into Vermont. Here thirty-four persons met death in its most horrible forms, and nearly as many more were badly injured. The primary cause of the catastrophe was the breaking of a rail, which derailed the rear car, and when it reached the bridge it was approaching hurled it and three others upon the frozen river forty feet below. But it is certain that the burning of the wreck which immediately followed the fall, the cars and their contents being set on fire by the stoves and lamps used for heating and lighting the cars, added greatly to the loss of life and the sufferings of the victims. These stoves and lamps were of approved designs and make, immensely superior on the score of health and comfort to the primitive patterns in use upon many of the cars in this State, and the terrible experience with them, which is but one in a long series of similar horrors, is a demonstration that no device or arrangement for heating and lighting passenger coaches by carrying fuel and oil in them is safe; that no stove is so strongly made, so securely closed, and so firmly fastened in its place that in collisions and other accidents it will not fire the wreck, and doom imprisoned passengers to the agonies of being burned alive. This has long been the opinion of those best qualified to judge, and it has now been firmly established in the minds of the people. The universal earnest demand of the traveling public, appalled by awful disasters, and shrinking from the fate of the victims, is for some plan or invention which shall supersede the car-heaters and lamps, whose glow has come to be more suggestive of torture and death than safety and comfort.

The obstacles in the way of such a deliverance are

many, but they are rapidly being overcome. The cars of the elevated railways in New York are satisfactorily and economically heated by steam from the engines. The Connecticut River road has for several years used a device for heating by locomotive steam, supplemented in case of need by that from a boiler under each car. The Boston & Albany has, during the past winter, warmed some of its cars from the engine, and since the Vermont holocaust many other roads have been testing similar devices. The success attending these experiments has been such that it is believed to have demonstrated the feasibility of steam heating from the locomotive, and to have shown that on ordinary trains it is not only the safest but the cheapest method. It remains to perfect the machinery, and perhaps to provide auxiliaries for use when trains are so long, grades so heavy, and the cold so intense that an engine cannot furnish both motive power and heat; but it seems evident that we are very near to a satisfactory solution of the question of heating passenger coaches without carrying live coals in them.

This Board has been asked by inventors to recommend several systems of heating, or the patented machinery thereof, and by passengers to prohibit the further use of stoves in cars in this State, but has not seen its way clear to take the initiative in so important a matter at present. It is very doubtful whether this State has the constitutional right to interfere in any way with cars employed in interstate traffic, as most of the cars in this State are. There is also to be considered the necessity that the system of heating upon through trains should be uniform, and situated as we are, with the terminals of our roads nearly all in other States, we are almost compelled to wait upon the motion of those States or of Congress, even if it be assumed that a law or an order prohibiting here what they permit would be valid. As to cars engaged in state traffic, we must act decisively whenever the experiments

now being conducted by practical railroad men have shown us what we want and how to get it. The car of the future will be heated by steam and lighted by electricity or gas made outside, and neither the conservatism or the false economy of railroad managers must be permitted to stand in the way of its speedy adoption.

#### WHISTLING.

The whistling of locomotives is a subject that has occupied the attention of the commissioners in other States for years, and has lately been forced upon us by the complaints and petitions of prominent citizens of Nashua, Concord, and Manchester, who have prayed to be relieved of what they regard as an unnecessary and intolerable nuisance. It is one in which comparatively few people are interested, but to those few it is of vital importance. Human ingenuity has never produced a sound more shrill and startling than a steam whistle. It can be heard under favorable conditions ten or twelve miles, and at short range it penetrates all ordinary obstructions without loss of force or ferocity. When often repeated and long continued, it becomes to the sick, and to the well of sensitive nerves who live near it, an excruciating and destroying torture. The law of 1885 provides —

“SECT. 4. When a locomotive approaches within eighty rods of a crossing over a highway at grade, the whistle shall be sounded by two long and two short whistles, and the bell shall be rung until the locomotive passes the crossing; *provided*, that no whistle need be sounded in cities and villages where upon petition and complaint the board of railroad commissioners shall decide that it is not necessary.”

This law has been zealously respected by all our engineers, and has doubled the whistling in the State. In some of our cities where crossings are numerous and close to many houses it has greatly aggravated what

was before a serious trouble. On one of the three lines in Nashua there are seventeen grade-crossings, calling for sixty-eight blasts of the whistle by every locomotive, including "shifters," that passes from one side of the city to the other. In Manchester there are nine grade-crossings within a short distance in the compact part of the city on the Portsmouth road. These call for one hundred and forty-four blasts by the four engines that run regularly over that road between the hours of 4 and 9 A. M. In Concord many of the best residences are located close to the tracks on which the thirty trains of the Northern, the Concord & Claremont, and the Boston, Concord & Montreal enter and leave the depot daily, and over which run three grade-crossings that call for an almost continual shriek. So much is compulsory. Add to this what may be called voluntary whistling, which serves to signal the arrival and departure of trains, to call trainmen to duty at the start, and notify wives and sweethearts of their safe return and readiness for supper at the finish, and consider that a blast is measured only by the guess, the caprice, or the endurance of an engineer, and it is easy to understand the intense feeling against this noise among its victims. But it is not easy to see to what extent it may be abated without jeopardizing the public for whose protection the law was intended. It is argued by those who have given the subject careful investigation that whistling causes, by frightening horses, more accidents than it prevents, that the indirect loss of life and health and the injury to property caused by it are very great and further, that inasmuch as people in general pay little heed to noise to which they are accustomed, its constant use greatly impairs its value as a warning.

On the other hand, the public has been educated to a belief that the whistle is essential to its protection, and the great majority who live remote from crossings,

or are so constituted that it is to their ears a pleasant melody or a gratifying evidence of life and movement in their vicinity, see no good reason why it should be discontinued.

In dealing with this question the Board has been inclined to go to the very verge of safety in affording relief to the sufferers, but has endeavored to stop short of inviting an increase of crossing accidents, which are numerous enough at best.

#### STREET RAILWAYS.

The Nashua street railway was opened for business in the spring of 1886, and its return covering six months is printed elsewhere. The road is two miles in length. An extension of the Manchester horse railway from Elm street to Hallsville, a distance of a mile, was opened in the fall of 1885. The gain in street railway mileage is thus three miles, the other roads remaining the same. The earnings of the Manchester, Concord, Dover (nine months), and Laconia & Lake Village roads in 1885 were \$47,801.24, and the operating expenses \$42,208.28, leaving a net income of \$5,593.96. In 1886 the earnings were \$62,450.13, and the expenses \$57,964.68, a net income of \$4,485.45. This is a gain of \$14,648.89 in gross earnings, and a decrease of \$1,108.51 in net income. These roads carried 881,600 passengers in 1885, and 1,105,888 last year.

#### INSPECTIONS.

The Board has since its last report inspected every mile of railroad in this State, including road-beds, tracks, bridges, culverts, and stations. This work involved twenty-five hundred miles of travel, and occupied the time from October 3 to November 16. We were accompanied over their respective lines by General Manager Furber,

Superintendents Merritt, Sanborn, and Howard, and the roadmasters, of the Boston & Maine; Superintendents Todd, Stowell, and Simons, Bridgemaster Hazeltine, the master mechanic, and the roadmasters, of the Boston & Lowell; President Sulloway of the Northern; President Smyth, Superintendent Chamberlin, and the roadmasters, of the Concord; General Manager Stewart, Master Mechanic Perry, and the roadmasters, of the Cheshire; Superintendent Mulligan and the roadmasters of the Connecticut River; Superintendent Adams and several assistants of the Fitchburg; Receiver Anderson and the bridgemaster and roadmaster of the Portland & Ogdensburg; Superintendent Hay, Engineer Lloyd, and the roadmasters, of the Grand Trunk; and Superintendent Perkins and the roadmaster of the Whitefield & Jefferson. These inspections enabled us to note a generally improved condition of nearly all the roads, and to suggest such additional betterments as could reasonably be demanded last year, most of which have been secured. We shall ask for much more upon some of the upper roads whenever it is determined whether those now operating them are legally in possession. A detailed report of the permanent improvements upon each system and its physical condition last fall appears elsewhere under the head "Railroad History and Condition."

#### COMPLAINTS AND HEARINGS.

Much of the work of the Board has been of a mediatorial character. Most complaints come to us informally and often confidentially. For some reason, either because they think it would be useless or impolitic, many people hesitate to apply to superintendents and directors for a redress of grievances in railroad affairs, but they readily avail themselves of an agent that the State has provided which has power to enforce its requests, and not infre-

quently their complaints result in a correction of the evil complained of without any investigation or order; for in minor matters, at least, the public and the railroad managements are not so far apart in their conception of what is right as is generally supposed, and the suggestion of the Board that complaint has been made, which for the first time directs superintendents' attention to the existence of the grievance, is promptly followed by its correction. It has been the policy of the Board to adjust all that was possible without formal hearings, and these have seldom been required except in cases where the law expressly provides for them, and a record of the finding is necessary. We have been afforded by the railroad officials every facility for conducting our investigations, and in every instance they have readily complied with our orders. A transcript of the records of the clerk, showing the finding in each case that has been formally determined, accompanies this report.

#### SPECIAL RATES.

Because many people buy railroad tickets where one pays a freight bill, the public measures the liberality of any railroad management more by its passenger rates and train service than by its freight tariff and accommodations, but the material prosperity of this State is much more dependent upon the facilities for shipping merchandise, and the charges for doing it, than upon what helps to make journeying cheap and easy. Every cut in fares is not a gain to the community. All our railroad lines except the Grand Trunk have their southern terminals in Massachusetts. All New Hampshire roads lead to Boston, and the growing tendency of the time is to make them channels through which much of the business that formerly engaged our men and money, and which legitimately belongs here, is poured into another commonwealth. To such an extent is this true that the cream of the retail

trade in many important lines goes from New Hampshire to Boston, carrying with it the profits of dealers, and leaving behind unemployed merchants and capital, without profiting purchasers in a pecuniary way.

There were sold in the year 1886 at Manchester 20,068 single-trip tickets to Boston, and at Concord 10,754, a total of 30,822 in these two cities, which do not embrace a sixth of the population of the State. As this does not include mileage and season tickets, which are generally used by business men and all who travel regularly or much, and as neither of these cities is a place from which many summer visitors go to Boston, it is not unreasonable to assume that nearly this number of trips were made by persons who went to that city to trade. These people put more than \$100,000 into the railroad treasuries, left probably \$20,000 with Boston landlords, and \$500,000 or more with Boston merchants, all of which was at the expense of Manchester and Concord. The "half fare," which intensifies this condition, is not an unmixed benefit. It is popular, and swells the receipts of the roads, but it does not protect home enterprise. But a reduction of a dollar in a freight bill is always the saving of a dollar to the State. It leaves the farmer a dollar more for his potatoes, hay, or beef. It gives the manufacturer a dollar more for his product. It cheapens a dollar the coal and groceries bought with the mechanic's wages. It is not a matter of vital importance that the people of New Hampshire should travel as much or more than they do, but the existence and prosperity of most of our industries depend upon freight rates and facilities. We can scarcely hope to retain what we have, much less to secure new ones, without a freight service which will largely discount the distance that divides us from the sea-coast and commercial centers. Our water-powers are not the important factors they once were. Nearly one fourth of the motive power used in New Hampshire manufac-



tories is steam, and this ratio is steadily increasing, while some of the best water-privileges remain unoccupied. The location of a manufactory is now determined more by the cost of getting supplies to it, and goods from it, than by the water-power offered it; and in every manufacturing village, coal for heating, the cost of which depends largely upon freight, is the necessary auxiliary of the water-wheel. Hon. Edward Atkinson, the most eminent authority in this country upon the subject, says of the value of water-power :

“ The larger and more costly of the water-powers which have been developed in New England and the Middle States during the last forty years, with a view to the sale of water-power and land connected therewith, have proved to possess no market value whatever.

“ The writer, having been connected as an officer with several of these companies, may be considered a good witness. The water-power of Lowell was the first one of the large powers developed upon New England rivers. The great profits of the company were made, first, in its machine-shop, in building machinery for the factories constructed in Lowell by substantially the same persons who owned the water-power; second, by charging these factories a very much higher rate per mill-power than would now be thought of or has since been attempted. The factories then constructed, with a few built since, have bought out the water-power company, and now own the power in connection with the factories. Nearly every one, if not every one, has been obliged to add a very large auxiliary steam-engine. Such is also the case on almost all the other streams, not so much because there has been a change in the rain-fall, but because the draining of the meadows and the cutting off the wood have rendered all the rivers of New England much more variable than they used to be. The corporation which owns the water-power at Manchester has been a very successful one, but the greater part of its profits has been made in its factories, and its land and water-powers, taken as a separate investment, have never paid six per cent at simple interest upon their cost.

“ The great water-powers at Holyoke, at Lewiston, at Indian Orchard, on the Chicopee River, on the Mohawk River, on the Kennebec at Augusta, were all sold to pay their debts, with a dead loss of the original capital.

“ The writer happens to have been connected as the financial mana-

ger with the water-power company on the Kennebec River in Maine, after it had been sold out; with the Cohoes Water-power Company, on the Mohawk River, before it was sold; with the Lewiston Water-power Company at the time it was sold; and with the Indian Orchard Water-power Company subsequently to the sale, — each possessing land and water-power for sale, — and during the long period of his connection with these companies there never was a single application made by any person for the purchase or lease of a spoonful of water, except on the part of companies which were themselves promoted by the owners of the water-power for the purpose of attempting to develop the land connected therewith. It would, perhaps, be worth while to look into the present condition of the water-power at Augusta, Ga., and at Columbia, S. C.

“It may be said that water-power has never paid for its development on a large scale, and there is now less incentive to develop it, since steam power has become so cheap, than at the time when these enterprises were begun. If the factories which now exist at several of these places were now to be built, it is very certain that they would not be placed where they are, but at some intermediate point between the great commercial cities, where they could be operated by steam, reached at less expense for freight, and more readily supervised by the managers.

“It is not denied that water-power upon the small streams, where dams and canals can be built at moderate expense, is an extremely valuable adjunct to the factories placed thereby, and that water is essential, aside from power, in the manufacture of woolen goods and of paper; but it may nevertheless be said that water-power, developed for the purpose of its power only, is to-day practically without salable value in any degree approaching the cost of dams, canals, etc., if the expense be anything more than the excavation of a canal in easy ground, and the developing of very simple and inexpensive works connected therewith.”

One of the leading manufacturers of the State has expressed the opinion that no water-power sixty miles from the sea-board is worth taking the gift of, for the manufacture of any kind of material brought from outside the State, the freight charges on raw material, other supplies, and product for that distance being more than enough to balance any advantage which water-power has over steam with coal at tide-water prices. This may be

doubted, but it will not be contended by any one that the value of an inland water-power is such that it can, in these days of sharp competition and close margins, be profitably utilized without cheap and prompt railroad service, or that high freights are not prohibitory of the many manufactures in which motive power is but a small item in the expense account.

Again, the natural attractions of our State as a summer resort can only be made to contribute as they should to our material progress by the erection of large and costly hotels and boarding-houses, and these are scarcely to be had unless owners, while erecting them and establishing a reputation for them, receive substantial encouragement from the railroads in the way of concessions on freight bills.

The logical conclusion from this is that the province of a New Hampshire railroad is creative as well as executive, and that its discriminations, if any, should be in freights in favor of those who establish the enterprises to which it must look for support. But it is otherwise written in our statutes. Chapter 163, sections 2 and 5, of the General Laws provides:

“SECT. 2. The rates shall be the same for all persons and for like descriptions of freight between the same points; such prices shall not be raised until after thirty days' notice posted as aforesaid. All persons shall have reasonable and equal terms, facilities, and accommodations for the transportation of themselves, their agents and servants, and of any merchandise and other property, upon any railroad owned or operated in this State, and for the use of the depot and other buildings and grounds of such corporation, and, at any point of intersection of two railroads, reasonable and equal terms and facilities of interchange.”

“SECT. 5. Season tickets, by the quarter or other specified time, may be sold at reduced rates; and special rates may be established for passengers to attend agricultural fairs, public meetings, and parties of pleasure, and for military and other organized companies.”

In this prohibition of discriminations, the exceptions,

so far as it relates to passengers, are so broad and so many that it has little practical application to fares; but there is no exception in regard to freights. A railroad may carry people to a horse trot, a circus, or a muster for half fare or a merely nominal fare and be blameless, but if it induces a man to establish a factory, a shop, or a hotel in Northern New Hampshire by giving him less freight rates than are paid by others in the same locality, it violates the law and is liable to a fine of \$500. It may legally sell a man a mileage ticket for two thirds the regular rate that will take him out of the State to buy shoes, but if it contracts to carry shoes for him from the State, on condition that he will make them in Concord, for two thirds the rate charged for carrying the same description of freight from the state line to Concord, only public opinion and the remissness of public officials save it from punishment. This, too, in a State that is committed by law and custom to the policy of exempting from taxation and otherwise encouraging new enterprises that will add to its wealth and population.

Is it too much to say that some of our railroads and very many of our mountain villages owe their existence to a violation of this law, or that it has been constantly broken by universal consent? If not, why not amend it, at least to the extent of adopting the qualification of the Interstate Commerce Act of Congress, which provides for equal terms and facilities under substantially similar circumstances and conditions?

With maximum freights fixed by a state commission, with publicity of all rates provided for, and with discriminations for or against patrons similarly situated strictly prohibited, unless there is need of protecting stockholders from the disposition of railroad managers to serve the public too cheaply, we do not conceive it to be necessary to make it a misdemeanor for a railroad

corporation to coax business upon its line by offering it special inducements to locate there.

Rates should be equal under similar circumstances and conditions, and they should be public; but an iron-clad law intended to make them equal regardless of circumstances and conditions, while it may be warranted by general principles that are sound, is not in line with the policy adopted by New Hampshire in other matters, and experience has shown that it cannot be enforced.

#### INTERSTATE COMMERCE.

The Interstate Commerce Act passed by the Forty-ninth Congress has an important bearing upon the railroad business of this State and the work of this Board. It asserts the right and purpose of the National Legislature to regulate interstate railway traffic. It defines an interstate railroad and creates a national commerce commission. It prohibits pooling and rebates, and provides that rates for the transportation of persons and property shall be equal under substantially similar circumstances and conditions, and not less for a long than for a short haul over the same line in the same direction. Under the definition given in this act, all but one of our standard-gauge railways are interstate, each of them being part of a system operated under one management and extending across the state line. The law of Congress applies to them all. Besides this, it is probably to some extent restrictive of the exercise of the powers which have hitherto been exerted by the State, acting through its courts and commissions, for the control and regulation of railroad business within its boundaries, without regard to the question whether such business was domestic or interstate. The exercise of such powers has had as a warrant only the opinion of the Supreme Court of the United States that "*until*

Congress acts in reference to the relations of this [a] company to interstate commerce, it is certainly within the power of [a state] Wisconsin to regulate its fares, etc., so far as they are matters of domestic concern." And this has been so strictly construed by the same court that it has unanimously held, in all recent cases, that the right of the several States to control in these matters is entirely dependent upon the non-action of Congress. The law as established by this our highest tribunal is :

"The power to regulate interstate commerce vested in Congress is the power to prescribe the rules by which it shall be governed, — that is, the conditions upon which it shall be conducted, — to determine when it shall be free and when it shall be subject to duties or other exactions. The power also embraces within its control *all the instrumentalities* by which that commerce may be carried on, and the means by which it may be aided and encouraged. While with reference to subjects which are local and limited in their nature or sphere of operation, the States may prescribe regulations *until* Congress intervenes and assumes control of them ; yet when they are national in their character and require uniformity of regulation, affecting alike all the States, the power of Congress is exclusive." — *Opinion of Justice Field, April 13, 1885.*

And again: "*If, in the absence of congressional action, the States may continue to regulate matters of local interest, only incidentally affecting foreign and interstate commerce, such as pilots, harbors, roads, bridges, tolls, freights, etc., the power is exclusive whenever the matter is national in its character or admits of one uniform system or plan of regulation.*" — *Justice Bradley, May 4, 1885.*

This is the law of the land which must govern the through business of every New Hampshire railroad except the Profile & Franconia Notch and Mount Washington, and possibly the Whitefield & Jefferson. It follows that much which this Board is asked and expected to do is beyond its power, or that of the State which created it, and that some things that might have been done by us before the passage of the interstate commerce law

must now be left to Congress and its agent, the National Commission.

If the regulation of through freights and fares, the equipment of through cars and locomotives with safety devices and appliances, the running of through trains and the control of through business generally, and the instrumentalities by which it is done, have not been and are not now quite beyond the scope of our authority and duty, they pass over the line as fast as Congress assumes jurisdiction over them.

On the other hand, the exercise by Congress of its right to regulate interstate commerce makes possible the accomplishment of the purpose of the several States in appointing commissions to supervise and regulate railway traffic. "The difficulties arising from the constitutional organization of our dual system of state and national government have precluded the possibility of effective and satisfactory regulation of the business of transportation by States alone." Even in matters in which their authority has not been questioned, state commissions have often found it impracticable to exercise it for the eradication of existing evils, because the application of any rule or order to a portion of a railroad's business and the instrumentalities employed in it, while the rest is regulated in another way by another State, or left free and unregulated, not only fails to afford the desired relief, but causes annoyance and loss to both the railroads and the public.

In the language of Senator Cullom —

"The essence of the effective regulation of business transactions is equality and uniformity, and this is impossible as to two transactions, alike in every other respect, when one reaches across the state line and the other does not. . . . With its authority restricted to less than half of the business operations of the transportation companies subject to its jurisdiction, the obstacles encountered by a State in the exercise of a satisfactory supervision over railroads engaged in business within its borders, and in the administration of equal justice to all its citizens who might use them, are apparent.

“When these difficulties, with all the opportunities they present for the evasion of the State's authority, are understood, it is not a matter of wonder that the various state commissions should fail to accomplish all that has been expected of them, but it is rather a matter of surprise that they should have succeeded in bringing about the beneficial results which are acknowledged as a result of their labors.”

But with all interstate traffic regulated by Congress, either directly or through the agency of a national commission, the state commissions, by conforming so far as may be to the interstate laws and regulations, and thereby securing the uniformity of rule and action that is so clearly essential, can achieve much more than they have yet been able to do.

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PART II.

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RAILROAD  
HISTORY AND CONDITION.



## CONCORD RAILROAD SYSTEM.

*Main Line.* Nashua to Concord, 34.53 miles. Branch: Hooksett to Suncook, 2.5 miles. Leased lines: Nashua to Acton, Mass., 20.21 miles; in this State, 4.75 miles. Manchester to Portsmouth 40.5 miles, and a branch from Suncook to Concord 7 miles; Manchester to North Weare, 19 miles; Suncook to Pittsfield, 17.37 miles. Total length of road, 141.11 miles. The Manchester & Lawrence road, including the Methuen branch, is operated in connection with the Concord. It is 26.14 miles long, and makes the length of the Concord system 167.25 miles. The Concord also owns a half interest in the Manchester & Keene, which is operated by the Boston & Lowell.

### CONCORD RAILROAD.

*History and Condition.* The charter of the Concord Railroad was granted June 27, 1835, four days after that of the Nashua & Lowell. These were the first in the State, and established, after long and strong contention, our state policy in favor of such corporations. The Concord charter authorized a corporation to construct a railroad from any point on the state line in the towns of Hudson, Salem, or Pelham, or in Nashua village in Dunstable, to the town of Concord, it being provided that the road should not be so laid out and constructed as to be a substitute for the Nashua & Lowell, but if commenced on the state line in one of the towns named, should be "carried on the easterly side of the river as far northerly as Amoskeag village in Goffstown." The grantees were

required to organize and secure subscriptions representing one fourth of the stock before June, 1837, and to expend \$6,000 towards the completion of the road before June 1, 1840; otherwise the charter was to be void. It was not, however, until December, 1840, that a committee, appointed by the grantees in October of that year, to obtain statistical information in relation to the advantage of the road, together with the cost of building and probable profit, made a report, and the first decided steps towards the completion of the road were taken. It was therefore necessary to obtain from the Legislature an act declaring that the money expended in making surveys and doing some other things was to be taken as a compliance with the terms of the charter, and authorizing a continuance of the work, which was done in December of that year. The report of the committee referred to, which consisted of Joseph Low, N. G. Upham, and C. H. Peaslee, forms an interesting and instructive chapter in the history of our railroad system. It shows with what caution and doubt the boldest and most sagacious capitalists risked their money in an enterprise which has since proved a veritable bonanza, increasing in richness with every draft upon its dividend-yielding capacity, and how small conception the fathers of the project had of the possibilities which their charter opened to them. It reveals the littleness of the business this road was built to do, and, by comparison, how that business has increased in less than half a century.

It was written when the Nashua & Lowell road had been in operation two years, and the success of that was the basis of the opinion that it would be well to extend the rails to Concord; but the committee gravely argue that "the certainty and rapidity of transportation for such a distance into the country will be a vast benefit to its citizens," that "no mode of transportation has yet been devised which in our climate can compare with the ad-

vantages of a railroad," and that the advantages of the road will be such that it must receive the hearty good-will of the citizens of the State. These propositions were supported by a formidable array of facts, by which it was shown that the number of passengers then carried by teams over the "Mammoth" road between Concord and Lowell was more than 29,000 annually, and that the freight carried by boats and teams between Boston and Concord in 1839 was 32,162 tons. From this it was concluded that if the road could be built for \$500,000, it could earn 10 per cent or more on its cost.

It was stated further that the business would undoubtedly grow, as the district on the Merrimack River and its tributaries was destined to be a manufacturing center. It was stated that the water-power at Sewall's Falls\* in Concord was sufficient for twenty factories of 5,000 spindles each; that at Garvin's Falls at least as large; and the one at Hooksett about the same, while the one at Amoskeag was not exceeded in value by any one in the United States, and, when fully occupied, would run factories enough to furnish 50,000 tons of freight annually.

Accompanying the report of the committee was one by Peter Clark, who had had railroad experience as the agent of the Nashua & Lowell, and was employed as an expert to give an opinion as to the probable cost, receipts, expenses, and profits of the road, and the best route for it. His conclusion was that the right of way could be bought for \$40,000; that the road could be built for \$234,958.32, and fenced for \$8,812.80; that the necessary rolling stock, consisting of three locomotives, three large and two small passenger cars, two baggage cars, sixty freight cars, and two snow-plows, could be had for \$42,700, and that \$10,000 would cover the cost of a suitable station at Concord,

\* The power at Sewall's Falls has never been utilized, that at Garvin's Falls carries only a small pulp-mill recently built, and that at Hooksett is but partially used.

\$3,000 of one at Amoskeag (Manchester), while Merrimack and Hooksett were allowed \$1,000 each and Nashua \$3,000 for depot facilities. The operating expenses he placed at \$32,000 annually.

He was confident that a road thus equipped could carry 60,000 passengers annually between Concord and Nashua at \$1 each, and 30,000 tons of freight at \$2 per ton, making the gross receipts \$120,000.

In conclusion he declared in favor of carrying the road through to Concord instead of stopping it at Amoskeag, one of his reasons being that —

“The farming country about Amoskeag is poor and no leading roads terminate there, whereas there is no town in the State so central as Concord or where the adjacent farming country is better or more easy of access. The boating business which has so long been done at Concord has already diverted the freighting from the adjoining country, and it is not probable that either teams or boats can compete with a railroad when completed to Concord. But if the road should stop at Amoskeag, teams and boats once loaded at Concord would probably continue on to Boston. The further a railroad is extended into the country, the more successfully it can compete with teams and boats.”

These arguments prevailed, and the construction of the road was soon begun. It was opened to Manchester July 4, 1842, and to Concord the next September. It cost \$742,223.27. The capital stock at that time was \$750,000. In their report for the first full year of its operation, which ended May 1, 1844, the directors state the passenger receipts to have been \$72,799.22, the freights \$65,420, and receipts from other sources \$860.26, a total of \$139,080.08, while the expenses were \$65,166.89. In 1845 the stock was increased to \$800,000, in 1846 to \$1,200,000, in 1848 to \$1,485,000, and afterward to \$1,500,000, which is the amount at present. Business increased rapidly from the first, creating a demand for a second track, and additional rolling stock and depot facili-

ties, which were secured and paid for from the proceeds of the sale of the new stock. The second track was laid in 1847-8. In the year ending May 1, 1847, the road carried 203,505 passengers and 103,371 tons of freight, and its gross receipts were \$290,228.70. The Hooksett branch was built in 1861 by the Concord and Manchester & Lawrence roads, at a cost of \$45,000, of which \$27,000 was paid by the Concord. It was made necessary by the discontinuance of the track between Suncook and Candia, and was authorized by the act of the Legislature which permitted the Concord to lease the Portsmouth. This act provided that if the Concord and Manchester & Lawrence were not at any future time operated together, the Hooksett branch should become the sole property of the Concord upon payment to the Manchester & Lawrence of its share of the cost.

In 1856 the management obtained control by lease of its most dangerous rival,—the Manchester & Lawrence,—and in 1858 secured the Concord & Portsmouth. In 1866 it bought the Manchester & North Weare, and in 1870 leased the Suncook Valley. In these ways it acquired a complete monopoly of the immense business centering at Manchester, and firmly established itself as master of the transportation of the entire Merrimack Valley. It has since purchased the Nashua & Acton, which gives it an outlet to Boston, and a half interest in the Manchester & Keene, which prevents others from operating that to its disadvantage. Thus fortified, the Concord road, though but 34 miles in length and but a link in the middle of a long chain, has preserved its integrity in an era of consolidation, dominated to a large extent the railroad policy of the State, and controlled the business of the section through which it and its branches run. Its regular rates have been lower than those upon any other important road in New Hampshire, but such have been its advantages that it has never failed to earn a dividend, and in recent years its sur-

plus has been an immense one. This has been largely devoted to an extensive and costly system of permanent improvements which has already absorbed more than a million dollars, and will call for as much more before it is completed.

This includes the commodious and substantial passenger station at Nashua, the magnificent and model one at Concord, the freight depots and round-houses at Concord and Nashua, the extensive additions to the yards and laterals at all important points, the new stations on the North Weare, Lawrence, and Portsmouth branches, the work done upon the Manchester & Keene, and the grading by which the alignment on nearly the whole line has been improved, all of which are accomplished facts. Beyond this there is promise of a new passenger station at Manchester with safe and convenient approaches, which will in some measure reflect the importance of the city as the largest contributor to the treasury of the road; a new round-house and car-house at the same place, and a new and accessible station at Amoskeag, a commodious and respectable one at Newmarket Junction, and repairs upon those at a few other points; the relaying of the main track with heavier steel, and the transfer of that now in use there to the branches; the reduction of the grades upon the Portsmouth road by extensive cuts and fills, or the construction of a new roadway around the hills; the renewal of wooden bridges with iron, and the acquisition of heavier locomotives.

From a stockholder's standpoint, this is the ideal railroad of the country. It has never failed to pay a semi-annual dividend. The first year it paid 9 per cent, the next 10 per cent, and after that until 1855 the average was 8.8 per cent. In 1856-57 the rate was 6 per cent, then 8 per cent until 1866, except in two years when it was 7. Since 1865 the dividend has been 5 per cent semi-annually, and the road is certain to earn and pay



this in almost any possible contingency. If it could not earn a dollar, its importance as a link in a great through line would make it immensely valuable. Its \$50 shares sold in February for \$120, the premium being higher than that on any other railroad stock in New England. The owners of such a road are bound to give the public the best of service. It is fair to ask of them what cannot reasonably be expected of those who control poorer properties. They should share their good fortune with the public which has given them their franchise. We hear little complaint that they do not recognize and act upon this fact,—the improvements and concessions of the last few years having at least induced their patrons to wait patiently for others.

The present condition of the Concord road is excellent. Its roadway and road-bed can hardly be improved. The double track is all in steel. The ties number 3,000 to the mile, and are renewed as often as is necessary. The sidings, though hardly sufficient at some points to accommodate the immense business of the road, are being rapidly extended. The yards at Concord and Manchester were greatly improved and enlarged last year,—at the former place by a fill 2,520 feet long, 60 feet wide, and 9 feet high, upon which were laid 5,040 feet of steel track, and at the latter by one 550 feet long, 15 feet wide, and 12 feet high, which made room for 3,000 feet of track. There is also a new siding at Amoskeag 1,250 feet long, and short ones at other points. The bridges are substantial, and have received due attention. New abutments have been built at Chandler street in Concord, and iron girders for four tracks put upon them. The Bow Junction, Pembroke, Suncook, Hooksett, and Amoskeag bridges have been repaired. The one at Cemetery brook in Manchester has new iron girders, ties, and floor timbers, and that at Goffe's Falls a new iron roof. The stations at Suncook, Goffe's Falls,

Merrimack, and Nashua have new platforms. About 30,000 feet of new steel track were laid on the main line in 1886.

#### CONCORD & PORTSMOUTH RAILROAD.

*Main Line.* From the sea-coast at Portsmouth to Manchester, 40.5 miles. Branch: Suncook to Concord, 7 miles.

*History and Condition.* In 1845 the Legislature chartered the Portsmouth, Newmarket & Concord and the Portsmouth, Newmarket & Exeter railroads, which were consolidated the same year. The grantees had in mind a road which would connect our only sea-port with the interior of the State and be a strong competitor of the Concord and Nashua & Lowell in carrying people and merchandise of all kinds between tide-water and the upper Merrimack Valley. They did not, however, impress this view upon capitalists sufficiently to raise the necessary funds to construct the road until the original charter expired in 1850 by limitation, and an extension for three years was obtained. The road was opened in 1852 under the name of the Concord & Portsmouth Railroad, its track running from Portsmouth to Candia, and thence in a direct line *via* Suncook to Concord. Its early days were full of embarrassment and trouble. It was heavily burdened with debt, its earnings scarcely paid operating expenses, and its race to bankruptcy was a short one. In June, 1855, it was surrendered to the mortgage bondholders, and two years later a special act of the Legislature authorized a new corporation to buy it, which it did September 1, 1857, for \$250,000. A year afterwards it was leased to the Concord road for five years at an annual rental of \$17,500, of which \$2,500 were to be spent in improvements. In 1862 a new lease was made for ninety-nine years at a

yearly rental of \$24,500, and \$500 to maintain the organization, the capital stock being increased to \$350,000.

The Legislature of 1861 authorized the discontinuance of the track between Candia and Suncook and the construction of a new one from Candia to Manchester, and the hundred thousand dollars which accrued from the sale of the new stock were spent in making this change. Of the \$1,108,859.21 which stockholders and bondholders invested in the enterprise up to the time of the sale to the new corporation, all that was saved to them was the \$250,000 paid by the purchasers. The business which it was built to do is carried by uncontrollable forces elsewhere, but it is the one channel through which Manchester, Concord, Hooksett, Suncook, Franklin, and the smaller towns in their vicinity receive their coal, and the route by which the people of Central New Hampshire reach the beaches of this State and Maine, and as such it is a source of profit to its lessors, and a potent factor in the development and support of the enterprises and industries of the State.

A new station to accommodate the transfer business of this road and the Boston & Maine at Newmarket Junction should be built next year. The others on the road will bear inspection. Most of them are comparatively new, neat, and commodious. The improvement of the road-bed by regrading was continued last year. Between Massabesic and Auburn, Raymond and East Epping, and Greenland and Portsmouth, about 22,000 feet of ballast were added, changing the grade from two to thirteen inches. New sidings were laid at Hallsville, West Epping, Epping, Newmarket Junction, and Portsmouth, and 28,875 feet of steel rails were added to the track. An extension of 250 feet was also made to the wharf at Portsmouth, at an expense of \$27,935.35.

## SUNCOOK VALLEY RAILROAD.

*Line.* From Suncook village to Pittsfield, 17.37 miles.

*History and Condition.* The first charter, which was granted on January 4, 1849, was allowed to expire, and July 1, 1863, a new one was procured. The building of the road was begun in April, 1869, and finished in December of that year. It was leased March 1, 1870, for forty-two years to the Manchester & Lawrence and Concord Railroad corporations, at an annual rental of \$14,400,—or 6 per cent upon 2,400 shares of the capital stock,—and \$200 for maintenance of organization. The cost of the road was \$348,199.19. Of this amount Manchester paid \$50,000, Epsom \$17,700, Pittsfield \$31,000, and the Pittsfield Manufacturing Company \$3,000, receiving therefor 1,017 shares of the capital stock, coupled with a provision that they should draw no dividends during the continuance of the lease. Individual gratuities to the amount of \$8,000 were also received, and 1,349 shares of stock were sold at par. The balance of the 2,400 shares, which are the basis of the rental, was taken by the Manchester & Lawrence and Concord roads in satisfaction of their claim for money and material furnished to complete the road. The road is in serviceable condition, with a road-bed and track somewhat improved from last year, and a superstructure in good repair. The seven stations are plain, but meet the requirements of the business.

## MANCHESTER &amp; NORTH WEARE RAILROAD.

*Line.* From Manchester to North Weare, 19 miles.

*History and Condition.* The New Hampshire Central Railroad was chartered June 24, 1845. Its projectors expected to build a road which would extend from Manchester *via* Weare, Henniker, and Bradford to Claremont, and be a link in a great through line between Vermont and

Boston. Their hopes and plans were greatly out of proportion to their available resources, and from the beginning this ill-starred venture was a financial failure. It was with great difficulty that sufficient stock subscriptions were secured to warrant any progress; and when an attempt was made to collect these, it was found that many of them were coupled with conditions that could not be met, that others were purely fictitious, and still others valueless by reason of the irresponsibility of the parties. Later on, when the road had become involved in debt, the suggestion that stockholders were individually liable caused a panic among them and drove them to various desperate devices to escape beyond the reach of what they feared would devour their all. Of the total amount subscribed, about \$40,000 were never collected. But the directors, when money failed, traded stock for land, money, and labor. They paid most of the land damage, one third of the contractors' bills, and a part of the officers' salaries in this way. It was their boast, in one report, that \$80,000 worth of stock had been placed among creditors at par.

The corporation was also greatly troubled by quarrels among its officers and agents. A considerable part of the early documentary history of the road is made up of pamphlets filled with charges and counter-charges, one of the allegations being that Samuel H. Pierce, the managing director, was accustomed to "strut the streets of Manchester in silks, satins, ruffled shirts, and gloves"; to which he replied that the charge was an unmitigated falsehood, that he never wore a ruffled shirt in his life, and that the treasurer, a son of Noyes Poor, his assailant, was the only officer of the road who was guilty of such a misdemeanor. But in spite of financial difficulties, official friction, and stockholders' fears, the road, which was begun in 1848, was opened to Oil Mill village February 19, 1850, and to Henninger December 10 of the same year. In the mean time

the Legislature had chartered the Concord & Claremont and Contoocook Valley roads, and when the Central reached Henniker, the Contoocook having passed that point was open to Hillsborough, and the Concord & Claremont was at Bradford going north. This cut-off and some other causes led to the consolidation by the Legislature of 1853 of the Central and Concord & Claremont, the new corporation taking the name of the Merrimack and Connecticut Rivers Railroad.

Up to this time the total cost of the Central road had been \$600,853.24, of which \$40,734.68 were for equipment and \$54,859.91 for interest and discount on bonds. In the year ending April 30, 1853, it earned \$31,261.75, of which it was claimed \$12,102.82 were net.

The union of the two corporations did not prove satisfactory, and in 1858 the Central, or so much of it as had been built, was rechartered and permitted to rechristen itself, when it took the name of the Manchester & North Weare. From the beginning there had been great rivalry between the Central and the upper roads, the managers of the former desiring to take the business from Hillsborough and Henniker and points above *via* Weare to Manchester and Boston, while the two latter aimed to turn this traffic through Concord. The Concord interest prevailed, and secured in 1856 the passage of a general law permitting the abandonment of portions of a railroad in certain cases; and acting under this, Joseph A. Gilmore, who was then superintendent of the Concord and the two upper roads, tore up and carried away the track between Henniker and North Weare. This elimination of the link between Weare and Henniker left the Manchester & North Weare nothing but a feeder of the Concord, and destroyed the hope that it would live as an independent road. It afterwards passed, by a series of trades and arrangements, into the hands of Joseph A. Gilmore and Robert Corning of Concord, who, after operating it for

some time, transferred their interest in it to the Concord road, which has since owned and operated it, though it still maintains an independent paper organization. Of more than \$600,000 invested in it by stockholders, bondholders, and other creditors, probably not more than \$50,000 ever returned to the original contributors. It has developed little business. There is no more manufacturing upon it than when it was purchased by the present owners, and the only increase in its receipts comes from the summer travel to the charming elevations in Goffstown, Weare, Dunbarton, and New Boston. A new station was built at Goffstown Center last year, and all the others are comparatively new, neat, and attractive. A new windmill was erected at Parker's Station, and supplies an abundance of water at that point, which was greatly needed. The road-bed has been somewhat improved by 42,200 feet of grading between Manchester and Goffstown, and the iron track is in good repair. A new bridge should soon take the place of the old one near North Weare.

#### NASHUA, ACTON & BOSTON.

*Line.* From Nashua to Acton, Mass., 20.21 miles.

*History and Condition.* Only  $4\frac{3}{4}$  miles of this road are in New Hampshire, but it is essentially a New Hampshire institution. Its victims, among whom were all who contributed the money to build it, were New Hampshire men, and its value consists almost entirely in its being an outlet from New Hampshire to Boston and New York.

It was chartered in this State in 1872, and opened the next year. From the first it was a financial failure. It was deeply in debt when completed. The contracts and arrangements by which its managers expected to give it a business that would rival that of the Boston & Lowell line were never secured, and its receipts did not pay fixed charges and operating expenses. Its stock became value-

less and its credit exhausted, when in 1876 it was leased to the Concord at \$11,000 per year. Subsequently its securities were obtained by the Concord, which became the real owner. It was operated for a time by the Nashua & Lowell under a contract with the Concord, but is now run by its owners, and extends their line to Concord Junction. It was well built, and has since been well maintained.

#### MANCHESTER & LAWRENCE.

*Line.* From Manchester to Lawrence, Mass., 26.14 miles.

*History and Condition.* The fathers of the Manchester & Lawrence were hampered by none of the financial embarrassments which made the construction of most others in this State a slow and tedious process. It was chartered June 30, 1847. Thirty days later the corporation was organized and its stock offered to the public, and such was the confidence in the enterprise that when the time for receiving subscriptions expired, instead of 5,000 shares, which was the number offered, five times that number had been asked for.

The charter was for a road from Manchester to the state line in Salem, on the easterly side of the Merrimack River, and an extension built and since owned by the Boston & Maine carried it to Lawrence. This extension, known as the Methuen branch, is now operated by the Manchester & Lawrence, the yearly rental being the same dividend upon its cost, which was \$110,000, that is paid upon the Manchester & Lawrence stock. The construction of the road was promptly begun and energetically carried forward, but in 1850 it became evident that more than \$500,000 would be needed to complete it, and the stock was increased to \$750,000. The cost, including equipment and two dividends amounting to \$21,402.68, was, up to January 1, 1851, \$806,599.42, and at that time



the debt of the corporation was but \$50,622.38. To meet this, 500 shares of new stock were issued. Subsequently the stock was increased to meet liabilities, until in 1860 it was fixed at \$1,000,000, where it has remained. October 4, 1850, the road was leased to the Concord for five years, the terms being that the joint earnings of the two roads should be divided in the proportion of 4 per cent on the Concord stock, and 3 per cent on the Manchester & Lawrence, until the Concord received 8 per cent, when any balance was to be shared equally.

This arrangement did not meet the expectations of the Manchester & Lawrence, and in June, 1851, an effort was made to secure from the Legislature an act consolidating the two corporations. This failing in the Senate, a business arrangement known as the quintuple contract, by which the Concord, Boston & Maine, Nashua & Lowell, and Lowell & Boston roads were to be operated "harmoniously" and their earnings pooled, was made to take effect April 1, 1852. December 1, 1856, the road was again leased to the Concord for five years. In 1860 this lease was extended twenty years, and in 1864 until December 1, 1911, but after four years of litigation it was held by the court that these extensions were void; and since that time, while the two roads have been by mutual consent operated together upon the terms of the lease of 1856, there is no legal union between them which cannot be terminated upon the motion of either at any time. Regular dividends were paid by the Manchester & Lawrence up to 1855, when none was declared. The average to and including that year was 5 per cent. After that it was  $7\frac{1}{2}$  until 1867, since which time the rate has been 10. The road-bed is a good one, the roadway is well fenced and clean, and the ties are sufficient in number and quality. Seventeen miles of the track are in fifty-seven-pound steel, and the iron portion is in good shape. The stations are fair. Those at Cano-

bie Lake, Windham, and Salem have new platforms. The bridges appear sound and safe. A new one was built at Derry last year, those at Wilson's and Methuen were replanked, and the one at Salem was strengthened by new arches, ties, and double floor timbers. A new side track was laid at Londonderry, and 6,810 feet of steel between that place and Manchester.

### BOSTON & LOWELL RAILROAD SYSTEM.

*Main Line.* From Boston to Lowell, 26 miles. The Boston & Lowell Railroad corporation owns no road in New Hampshire except a half interest in the Manchester & Keene, but the courage and dash of its managers carried its line from Lowell to Keene, Claremont, Groveton, and Fabyan's, and made it for three years one of the greatest forces in our railroad business. It operated in 1886 717 miles of road, of which 421 are in this State. This is nearly two fifths of our entire mileage. The Boston & Lowell, was incorporated June 8, 1830, and opened for business to Lowell June 26, 1835. Its capital stock was divided into shares of \$500 each, the only instance in which the par value of railroad shares has ever been fixed in this country at more than \$100, to which sum these were afterward reduced. Its first cost with one track was about \$1,000,000. Its receipts in 1836 were \$165,124, and its expenses \$75,326. Its first track, or a portion of it, was laid upon stone ties. The earnings of the roads operated by it last year were \$4,628,386. Its capital stock is now \$5,129,400, and its funded debt \$4,346,400. The New Hampshire roads included in its system last year were the Nashua & Lowell, Wilton, Peterborough, Manchester & Keene, Northern, Concord & Claremont, including the Hillsborough branch, Hillsborough & Peterborough, Boston, Concord & Montreal and branches, and Pemigewasset Valley.

## NASHUA &amp; LOWELL RAILROAD.

*Line.* From Lowell, Mass., to Nashua, N. H., 14.50 miles.

*History and Condition.* Chartered June 23, 1835, the first charter granted by the Legislature of New Hampshire; chartered in Massachusetts April 16, 1836. Consolidated in 1838, in which year the road was opened to Nashua. Operated independently until 1857, paying dividends averaging 8.32 per cent; operated for twenty years, from January 1, 1857, by joint contract, with the Boston & Lowell Railroad. Dividends for eighteen years 10 per cent. No dividends from October, 1874, until October, 1876; 4 per cent paid until October, 1878. The Nashua & Lowell resumed its independent relations December 1, 1878; paid 6 per cent in 1879;  $7\frac{1}{2}$  per cent in 1880. October 1, 1880, the road was leased to the Boston & Lowell corporation for the term of ninety-nine years, at  $7\frac{1}{2}$  per cent. Capital stock, \$800,000. The road is up to the standard in every respect until it reaches Nashua, where it is unfortunately located, its tracks running across the principal streets at grade, and its transfer station, which is small and dingy, being so placed as to be difficult of access from the Concord depot, or in fact from anywhere else. The entire situation at this junction is bad, and must continually annoy and endanger not only passengers, but people traveling on foot, in carriages and horse-cars, who have occasion to thread the labyrinth of tracks, paths, and streets which separate the two stations. It is probably too late to remedy the evil altogether, but ingenuity ought to be able to devise some way to mitigate them.

## WILTON RAILROAD.

*Line.* From Nashua to Wilton, 15.42 miles.

*History and Condition.* Chartered December 28, 1844. Built to Amherst in 1848, and to Wilton in 1851. It

was operated by the Nashua & Lowell, which leased it at 6 per cent until 1857, when it passed into the joint management of the Boston & Lowell and Nashua & Lowell. October 1, 1880, the lease of the Nashua & Lowell to the Boston & Lowell carried the Wilton with it, and in 1884 it was re-leased to the Boston & Lowell for ninety-nine years at 7 per cent upon its cost, which was \$242,000.

Its track is mostly iron, but is kept in good repair. Its road-bed and roadway call for no criticism, and its small stations are neat and tidy. The one at Wilton, though a substantial building, is ill-contrived, contracted, and unattractive, and the water-closet in it was a nuisance when the road was inspected. We have a promise that it shall be abated this year.

#### PETERBOROUGH RAILROAD.

*Line.* From Wilton to Greenfield, 11 miles.

*History and Condition.* Chartered in 1872. Completed to Greenfield, and opened January 1, 1874. Leased to Nashua & Lowell Railroad for twenty years from October 1, 1873, at 6 per cent on cost, which was \$588,950. October 1, 1880, the Boston & Lowell road purchased the lease, and has since operated the road. One half the rental goes to establish a sinking fund for the payment of the debt. This is held and paid out by the New England Trust Company of Boston.

We found nothing especially faulty in the road, but considerable money can be spent upon it to advantage.

#### MANCHESTER & KEENE RAILROAD.

*Line.* From Greenfield to Keene, 29.55 miles.

*History and Condition.* The history of this road until it passed into the hands of the present owners is a record of folly, bad faith, and failure. It bankrupted those who built it, wrecked the reputations of many who were prom-

inent in its management, sowed the seed for a great crop of lawsuits, and was for a long time a burden upon the towns through which it runs. It was chartered July 16, 1864, and subsequent legislation in 1870, '72, '73, '74, authorized the grantees to build and maintain a road from Manchester or Goffstown to Keene, to lease the road before or after it was built, and to mortgage it for \$800,000. About the first step taken by the owners of the charter was to secure a pledge of gratuities from the towns along their line, and the next was to mortgage the prospective road for half a million dollars to secure bonds. This mortgage was dated September 19, 1876, and the next year the short section of the road between Greenfield and Hancock was built, the funds being procured by selling the \$17,000 gratuity of the town of Hancock and by borrowing \$20,000 of the Nashua & Lowell Railroad, which was given, as security, bonds for that amount and a lease of the whole road when done. April 4, 1878, the firm of Dawe & Bonallie contracted to construct the road from Hancock to Keene for \$50,000 in cash, \$230,000 in bonds, the gratuities of Keene, \$128,951, of Marlborough, \$8,795, and of Harrisville, \$15,459, and \$249,990 in stock, making in all \$683,195.

Of the cash payment, \$40,000 were to be furnished by the Nashua & Lowell Railroad, and \$10,000 by the Northern Railroad. The contractors were from the beginning greatly embarrassed by lack of money, but by re-assigning the gratuities, disposing of the bonds, and exhausting their credit, they contrived to keep at work until December, 1878, when they failed and departed, leaving behind hundreds of unpaid employes, and numerous other creditors who had furnished them supplies. They had constructed an apology for a road-bed, and had laid a track upon it from Hancock to Keene, and during the winter of 1878-79 an engine and cars, owned by the Nashua & Lowell road, made irregular trips over

it. Demand was then made upon the towns for the gratuities, but they resisted payment on the ground that the road was a railway only in name, and it was only after long and expensive litigation, and the expenditure of considerable sums upon the road, that these gratuities were held to be due and paid to those to whom they had been assigned.

In March, 1879, the Nashua & Lowell road withdrew its engine and cars from the Manchester & Keene, and it was not operated again until the next year. When it became evident in the fall of 1879 that the road could not be completed without the help of outside parties, its president, T. H. Wood, sold for \$8,200 his interest, consisting of \$24,000 in bonds and \$250,000 in stock, to the Nashua & Lowell road, which had previously secured other bonds as security for its loans, and was expected to finish the road, but failed to do so. After much litigation to determine the ownership of the securities, various parties in interest put it into condition in which it could be operated, and trains were run over it for a time by the Connecticut River road, and subsequently by the Boston & Lowell road. In the mean while the court appointed a receiver, and finally, the necessary legislation having been obtained, the road was sold for the benefit of bondholders to the Boston & Lowell and Concord roads for \$125,000, and the receiver's liabilities, amounting to about \$60,000 more. A large amount of money has been expended upon it since the sale, the cuts have been widened, the fills broadened, many of the rotten trestles replaced with iron bridges, and others filled up, and the track is greatly improved. The stations are generally poor, very poor. The road is now operated by the Boston & Lowell, and during the past year has done a largely increased business.

## NORTHERN RAILROAD.

*Main Line.* From Concord to White River Junction, 69.5 miles. Branch: From Franklin to Bristol, 13.41 miles.

*History.* The Northern Railroad was first chartered June 18, 1844. The charter authorized the grantees to build the road after buying the necessary land of the owners. As it was found impracticable to do this, the charter was repealed at the fall session of the Legislature the same year, and a new one providing for the condemnation of the land without the owners' consent was obtained. The corporation was organized soon after.

At the first meeting of the directors, of whom Hon. George W. Nesmith was chairman, they voted to engage Onslow Stearns as agent or superintendent of contracts, and thus secured the services of the man to whose courage, sagacity, and skill the road owes much of the success that has attended its operation, for the Northern is emphatically the child of good management.

Its route is from Concord to the western bank of the Connecticut at White River Junction. Its grades are heavy, and it is an expensive road to keep in repair and to run. Its local business has always been comparatively light, and its through traffic has been secured in the face of sharp competition. It has no natural advantages over many others that have passed from stockholders to bondholders, from bondholders to bankruptcy, and finally been lost in consolidations. But it paid an average dividend of 3 per cent until 1855, and after that time from 4 to 8 per cent.

Its stock was quoted at \$128 March 1. The construction contracts were made in the fall of 1845, and in December, 1846, the road was opened to Franklin. As it had no equipment, the Concord road was hired to operate it to this point while it was being extended to Grafton,

which was reached September 1, 1847. The next November it was carried to Lebanon Center, and in June, 1848, its trains crossed the Connecticut. The first rails laid upon it cost \$85 per ton, but before it was finished the price had fallen to \$70.

The original capital stock was \$1,500,000, which was increased \$500,000 November 18, 1846, \$400,000 more October 7, 1847, and \$200,000 more April 22, 1848. To place the last two issues cost in expenses and discounts \$51,094.13. Subsequently there was another increase, making a total of \$2,768,400 May 1, 1851, and since that time another, so that the whole is now \$3,068,400, of which \$70,000 are owned by the corporation.

The Bristol branch was chartered as an independent road in 1846 under the name of the Franklin & Bristol Railroad, and its construction was begun the next year. But in 1848 it was leased for 100 years to the Northern, and the same year the Legislature merged it in the larger corporation, which completed it. Its cost to April 30, 1851, was \$236,544.44. In the year ending May 1, 1849, the consolidated roads carried 128,544½ passengers and 73,442 tons of freight, and earned net \$167,280.96. The directors in their report that year put the entire cost of the 82 miles of road and its equipment at \$2,766,500. The policy inaugurated in dealing with the Bristol branch has been followed elsewhere to secure feeders for the Northern and prevent the control of other routes from passing into rival corporations. The Concord & Claremont and Contoocook Valley roads, Sugar River and Peterborough & Hillsborough roads are, to all intents, branches of the Northern, and the two latter are the results of Northern encouragement and financial support.

Early in its history the Northern became the owner of the securities of the Concord & Claremont, Contoocook and Sullivan roads, and afterward foreclosed the mortgages upon the two first named, and having obtained the



necessary legislation, in 1866 furnished what money was needed to build the Sugar River extension, and then consolidated the whole line. It also created the Peterborough & Hillsborough by guaranteeing the bonds issued by that corporation.

In 1854 it made a contract with the Sullivan, Vermont Central & Ogdensburg Railroad by which it secured the through business of the two last named, and in return accepted, as part payment for carrying freight received from them, bonds of the nominal value of \$225,000. The Sullivan County road became its property by virtue of its ownership of the stock in the new corporation, organized to purchase that road under the act of July 3, 1866.

In 1884 the Northern and its subsidiary roads were leased to the Boston & Lowell for ninety-nine years at 5 per cent upon its capital stock and the fixed charges. Out of this grew the litigation which involved the validity of this and other leases, and to which is chargeable the postponement of many needed improvements upon this road and the Boston, Concord & Montreal and their branches. The lessors, having parted with the control of their roads, have been in no condition to make permanent betterments, and the lessees have pleaded the reasonable excuse for delay that until it was settled that they were to hold and enjoy the property they could not be fairly expected to make large outlays upon it beyond what was necessary to render it safe for the immediate present. On the 11th of March, 1887, the court declared the lease invalid, and the Northern reverted to the hands of its stockholders.

The road-bed and track of the Northern's main line will compare with any single-track road in the State. The ballast, ties, and rails are of first-class material and fashioning and in perfect repair. The drainage is good, the roadway tidy, and the fences unbroken. Most of the stations are old, not very attractive, and destitute

of a water supply, but clean and passably commodious. Some of the bridges require early attention, though every precaution appears to be taken to make them as safe as structures of their age and original strength can be.

In 1886 the stations at South Danbury, Andover Center, East Andover, Franklin, and Bristol, the engine-houses at Concord and West Lebanon, the water-houses at Danbury, Potter Place, East Andover, and North Boscawen, the bridges at West Lebanon, Cox's Mill in Enfield, Campbell's Mill in Canaan, Kimball's, Brayle's, and Smith's in Grafton, and Hill's on the Bristol branch, were repaired. The Hubbard, Welch's Mills, and Straw's passes were rebuilt. The Hog-back deck bridge has been entirely renewed, including the abutments, at a cost of \$5,300. The Chandler bridge, 112 feet long, across the Mascoma in Lebanon is also new, at a cost of \$3,000. Canaan pile bridge received new ties, and Pennacook bridge was strengthened by adding two heavy arches running into the abutments, with suspension rods attached to the timbers underneath. A large portion of the trestle in Franklin was renewed with Southern pine, and the twenty-two through and deck bridges between East Andover and Lebanon received general repairs. Thirteen miles of steel were taken from the track and its place supplied with that much heavier, while it was transferred to the line between Contoocook and Peterborough where it displaced iron rails.

#### CONCORD & CLAREMONT RAILROAD.

*Main Line.* From Concord to Claremont, 56 miles.  
*Branch:* From Contoocook to Hillsborough Bridge, 14.9 miles.

*History and Condition.* What is known as the Concord & Claremont Railroad includes the salvage from several

wrecks. The first road with this name was chartered June 24, 1848, and it was the purpose of the grantees to build it through to the Connecticut River at Claremont. They succeeded in reaching Bradford, July 10, 1850, when they were obliged to suspend operations for want of funds. May 1, 1851, the total expenditures had been \$560,624.43, and of this more than \$250,000 were unpaid and unprovided for. The expense account included one cash dividend, which is the only one ever paid on the stock, from the sale of which the corporation had received \$266,031.75. Soon after this, Boston capitalists, who had advanced large sums of money to the managers of this road and the New Hampshire Central, concluded that they could only realize upon their investment by uniting the two and extending the Concord & Claremont to Claremont to form a junction with the Sullivan County, and secure a through line. In attempting to carry out this plan they induced the Legislature to consolidate the Concord & Claremont, Contoocook Valley and Central, making the Merrimack & Connecticut Rivers Corporation, which was done in July, 1856, when the life of the original Concord & Claremont road ended. The same year the Sugar River road from Bradford to Claremont was chartered, but later on the Northern obtained the securities which represented the through line as far as it was built, and the extension was not begun until 1870. It was opened to Newport in 1871, and Claremont in 1872, and October 31, 1873, was consolidated with the Merrimack & Connecticut Rivers road under the name Concord & Claremont (New Hampshire) Railroad. The Sugar River was built with gratuities by the towns along its line and the proceeds of bonds guaranteed by the Northern. The Contoocook Valley Railroad was chartered June 24, 1848, the grantees being authorized to construct a road from any point on the Concord or Northern roads in Concord to Peterborough, provided a portion of

the route was not built by the Concord & Claremont. As this corporation did build to Contoocookville, on its way to Bradford, the Valley road was begun at that place. It was opened to Hillsborough Bridge December 13, 1849, but as it owned no rolling stock its directors contracted with the Concord & Claremont to operate it, and November 1, 1850, it was leased to that road for two years, the rent depending on its earnings. The cost of the road to May 1, 1851, was \$219,450.27, of which a large share was represented by bonds and other evidences of indebtedness. In the report for 1852 the directors confess their inability to deal with its numerous creditors, and complain that, owing to unfair competition by the Wilton road, backed by the Nashua & Lowell, they have done business at a loss, but add that they are happy to be able to state that quite a number of stockholders who agreed to buy bonds have been sued, and that "the future of the road cannot be worse than the past." In 1854 they say, "The lease of the Wilton road to the Nashua & Lowell was literally the ruin of the Contoocook Valley, and the sale of the Merrimack & Connecticut Rivers Railroad places us completely at the mercy of the Northern." September 1, 1854, the road was surrendered to the trustees of the first-mortgage bondholders. The bonds owned in New York were purchased by Joseph A. Gilmore and Robert N. Corning for \$33,000, or about half their face value, who thus became the virtual owners of the road. These bonds were afterwards traded to the Northern road, in exchange for those of the New Hampshire Central, and in 1856 the corporation was merged in the Merrimack & Connecticut Rivers. The Concord & Claremont is well graded and the track is serviceable, but we hope to see it improved in both respects the coming year, as the business of the road is growing to the proportions which demand more than the degree of excellence that satisfies on a branch road. The bridges

and stations below Bradford are like those on the Northern main line, and for the same reason some of them should be soon renewed, and must be when it is known whose business it is to rebuild them. The stations at West Concord, Contoocook, Warner lower village, Waterloo, Northville, Melvin's, Bradford, Newbury, Mt. Sunapee, and Newport received general repairs last year, as did the bridges near Mast Yard, Contoocook, Roby's, and Melvin's, the Wheeler, Todd pond, and Blood bridges in Bradford, the Crowell's Meadow and Trask stringer bridges in Sunapee, the Huntoon and Eads in Newport, Chandler's and Wright's near Chandler's station, and Chase's at Claremont. Rogers bridge at Melvin's was rebuilt, also the Rounseville trestle at Newport.

#### PETERBOROUGH & HILLSBOROUGH RAILROAD.

*Line of Road.* From Hillsborough Bridge to Peterborough, 18.5 miles. Single track, iron rails.

*History and Condition.* The first charter for a road between Peterborough and Hillsborough was included in the Contoocook River. The next was for an independent road, and was obtained July 18, 1869. This was extended in 1876, and work upon the road began that year. It was opened in July, 1878. Its capital stock, which was nominally \$500,000, is valueless. Its bonds, which consist of \$100,000 first mortgage and \$65,000 second mortgage, are guaranteed by the Northern, which operates the road. The bridges at Childs's pond, Kimball's brook, and Hubbard's brook were rebuilt, those at Colby's brook, Austin's brook, the three at West Deering, and the Henniker pile and Hillsborough pile bridges were repaired. The engine-house at Hillsborough was rebuilt, and several of the stations somewhat repaired.

## BOSTON, CONCORD &amp; MONTREAL RAILROAD.

*Main Line.* From Concord to Wells River, Vt., thence to Groveton Junction, 145.877 miles. Branch: From Wing road to Mt. Washington, 20.39 miles. Leased Road: Pemigewasset Valley, 20 miles. Whole length of track, 186.267 miles. (To this might properly be added the Whitefield & Jefferson road, 13.36 miles, which is virtually a part of the Boston, Concord & Montreal system, making a total of 199.62 miles.)

*History and Condition.* The Boston, Concord & Montreal charter was granted December 27, 1848. It authorized a road connecting the Merrimack and Connecticut rivers, by way of Lake Winnepesaukee, and for some time the grantees were in doubt whether to locate the northern terminus at White River, or farther up the Connecticut; but it was finally decided to go to Wells River. It was opened to Sanbornton Bridge May 22, 1848, to Lake village October 1, and to Meredith village March 19, 1849. The first train ran to Wells River in May, 1853, but it was not fully opened to that place until the following August. Its slow progress was largely due to the difficulty experienced in raising the necessary funds. When the construction account closed in May, 1856, it footed up \$2,580,134.78, and \$282,288.33 had been spent for equipment. The liabilities were \$850,000 in bonds, a floating debt of \$239,743.82, \$800,000 of preferred, \$541,600 of new, and \$421,700 of old stock. The income for the year ending April 30, 1856, was \$286,949.83, and the operating expense \$163,378.67, showing a net income of \$123,949.83. But this did not enable the directors to stem the swelling tide of liabilities, and January 1, 1857, the property was assigned to trustees, and a committee appointed to devise some method of providing for the floating debt and the maturing bonds. This committee succeeded in a measure, and three years afterwards the management reverted to the

directors. In the mean time John E. Lyon had become interested in the enterprise, and in 1857 was chosen one of the directors. He succeeded Hon. Josiah Quincy as president of the board in 1860. From that time on until his death in April, 1877, he was the controlling spirit in the B., C. & M. He had the sagacity to see and the strength to grasp the possibilities connected with it as an avenue to the mountain region. He was a man of immense resources, and he devoted them all to the support and extension of the road; and step by step, in spite of great obstacles, he carried it through the wilderness and over the steeps to Groveton and to Fabyan's. The White Mountain Railroad was chartered in 1848, and opened to Littleton in August, 1853. As it had no equipment, the B., C. & M. agreed to run its trains over the track for \$7,000 per year, and in 1859 leased the road at an annual rental of \$10,000 for five years. This lease was extended for twenty years, but in 1873 the White Mountain road was consolidated with the B., C. & M., its stockholders exchanging their stock for \$300,000 in 6 per cent consolidated bonds. Prior to this the White Mountain road had been extended to the Wing road in Bethlehem, which it reached October 1, 1869, to Pierce's Mills January 1, 1872, to Lancaster November, 1870, and to Groveton in Northumberland August, 1872. The branch road from Pierce's to the Twin Mountains was completed in July, 1873, and extended to Fabyan's in July, 1874. The cost of the extension from Littleton to Groveton, from Wing road to Fabyan's, and the Y at Woodsville, was about \$1,440,000, and was provided for as far as possible by the sale of mortgage bonds. In July, 1876, the road was extended from Fabyan's to the base of Mt. Washington. In December, 1881, the B., C. & M. voted to lease the Pemigewasset Valley road from Plymouth to Woodstock at 6 per cent on its cost for ninety-nine years, and the result was the construction of that road.

The benefits growing out of the construction of this road have accrued to the State rather than its builders. The original stock, amounting to a million dollars, has paid none but scrip dividends, and the preferred, of which there is \$800,000 outstanding, paid nothing until 1869. After that it paid 3 per cent semi-annually until 1885.

In 1884 the Boston, Concord & Montreal was leased to the Boston & Lowell for ninety-nine years, the rental being 25 per cent of the gross receipts of the Northern, Concord & Claremont (N. H.) railroads, and the Boston, Concord & Montreal Railroad, less \$200,000 per year, with a guarantee that said rental should be sufficient to pay the interest on its indebtedness, the rental due the Pemigewasset Valley Railroad, and 6 per cent on the preferred stock of the Boston, Concord & Montreal Railroad for the first year of the lease, and 5 per cent thereafter. At that time the road was badly out of repair, and the lessee began a comprehensive and costly system of improvements, designed to fit it for a largely increased business. But the validity of the lease being called in question in the litigation growing out of that of the Northern road, made at the same time, the work of making permanent betterments has been to a large extent suspended to await the decision of the court. Nevertheless, considerable has been accomplished, and what has been done is of the most thorough and enduring character. All the main line from Concord to Fabyan's, except about six miles, is now in steel, and the road-bed is well ballasted, surfaced, and supplied with ties. The rest of the track is iron and the road-bed more cheaply built, but in the main both are in serviceable condition. Many of the small and a few of the large bridges have been rebuilt in the most substantial manner. The others require constant care, and must soon be renewed from foundation to roof.

The depot accommodations are of all descriptions. Those at Tilton, Weirs, Plymouth, Ashland, Lancaster,



Littleton, Lisbon, and Fabyan's answer every requirement, and some of them are elegant structures, while those between Concord and Tilton are unfit for use, and the one at Laconia is a relic of a poverty-stricken era, — small, dilapidated, and filthy, — and that at Woodsville falls far short of being what the business there demands. There is also need of renewals and repairs at many other points.

There have been large additions to the equipment of the road, and the train service is most excellent. No more elegant passenger coaches run anywhere than those which make up the White Mountain expresses of the Boston & Lowell road, and the accommodation and freight trains convene local patrons.

Last year the bridges at Sewall's Falls and Wild Cat brook in Concord, at the Lake Village station, the Smith bridge at Ashland, the over and under passes at Woodsville, and the Kelsea and Mountain brook bridges at Lisbon, were rebuilt. Those at Tilton, East Tilton, and Laconia, and the three-mile bridge above Littleton, have been repaired, the last at a cost of \$1,400. New bridges were built at the Lake, New Hampton, Rumney, West Rumney, Littleton, Warren Summit, and at Bridgewater over the Pemigewasset. This is now a most substantial double-lattice bridge, 435 feet long, with massive and well-laid masonry. It cost \$15,000.

At Ashland a temporary trestle, 75 feet high and 525 feet long, was erected to use while a new bridge is being built, and the timber for this much-needed improvement is on the ground.

The stations at East Tilton, Lisbon, Ashland, Littleton, Lancaster, Bethlehem, Zealand, Twin Mountain, and Fabyan's were repaired. The freight-houses at Tilton and Meredith were enlarged, and the engine-houses and shops at Woodsville extended and improved, at a cost of \$5,000. An addition to the engine-house at Wing road was also built.

## PEMIGEWASSET VALLEY RAILROAD.

*Line.* From Plymouth to North Woodstock, 20 miles.

*History and Condition.* Chartered in 1874; opened in 1883. Leased to the Boston, Concord & Montreal for ninety-nine years at 6 per cent upon its cost, which was \$500,000.

The road is new and in fair condition for the business it receives, which is mainly in the summer. Considerable work was done upon it last year to repair damage by freshets, which cause much trouble and loss upon it every spring. An extension of this road is expected in the near future.

## WHITEFIELD &amp; JEFFERSON RAILROAD.

*Line.* From Whitefield to Jefferson, 10.68 miles. Branch: From Jefferson to Camp Carroll, 2.68 miles. The Brown Lumber Company, of Whitefield, encouraged and assisted by the Boston, Concord & Montreal Railroad, built this road in order to take lumber from the forests in and beyond Jefferson to the Whitefield mills and the tracks of the Boston, Concord & Montreal. It was chartered June 11, 1878, and constructed so as to be passable for log trains the next year. Subsequently it was so improved as to carry passenger trains, and is now in first-class condition. In the summer it carries large numbers of visitors to Jefferson, and does the general business of that town at all seasons, although the bulk of its business is still freighting logs. It is gradually being pushed up the valley, and will undoubtedly go through to Berlin, where it will form a junction with the Grand Trunk. It cost \$189,504. Its capital stock, which is \$170,000, is owned by the Brown Lumber Company and the Boston & Lowell, the lessee of the Boston, Concord & Montreal.

## BOSTON &amp; MAINE RAILROAD SYSTEM.

*Main Line.* From Boston, Mass., to Portland, Me., 115.5 miles, of which 36.75 are in Massachusetts, 34.75 in New Hampshire, and 44 in Maine. Branches: Medford 2 miles, Methuen 3.75 miles, and Great Falls 2.75 miles. Leased: Eastern of Massachusetts, Eastern New Hampshire, Portland, Saco & Portsmouth, Portsmouth, Great Falls & Conway, Wolfeborough, Chelsea Beach, Newburyport City, Portsmouth, Dover, Danvers, Newburyport, Lowell & Andover, West Amesbury, Dover & Winnepesaukee, Kennebunk & Kennebunkport, Worcester, Nashua & Rochester. The Portland & Rochester is also in reality a part of the Boston & Maine system.

*History and Condition.* This immense corporation,—which last year operated 583 miles of road, on which are 959 miles of track, carried 17,022,587 passengers and 2,703,201 tons of freight, and earned \$7,543,691.30,—had its origin in the Andover & Wilmington Railroad chartered in Massachusetts March 15, 1833. The extent of the earliest project was a branch from the Lowell Railroad in Wilmington to Andover, a distance of less than 8 miles. This was opened for travel in August, 1836. It was continued to Bradford in 1837. In 1845 the connection with the Lowell road was broken, and the road was extended to Haymarket Square in Boston.

A charter was obtained in this State in 1835, and the road from the Massachusetts line was opened to Exeter in 1840, to Dover September 1, 1841, and to Great Falls in July, 1843. Portland was reached in 1847 over the rails of the Portland, Saco & Portsmouth road, the Boston & Maine having united with the Eastern in leasing that road for 99 years at \$90,000 a year. But the rival interests of the two Massachusetts corporations were a constant strain upon their union in the Portland, Saco & Portsmouth, and in 1871 the Eastern terminated the lease, paying

\$100,000 for the privilege and taking sole control of the road. To this the Boston & Maine responded by extending its rails to Portland, and in 1873 first went to that city on its own iron.

The Dover & Winnepesaukee Railroad from Dover to Alton was leased by the Boston & Maine November 1, 1863, for fifty years at \$29,000 per year, and its rolling stock was purchased by the lessor for \$40,075. The road has ever since been a part of the Boston & Maine system. The Boston & Maine, which was the first to cross the Merrimack River, has long been one of the great and growing railroad corporations in New England. It has had great advantages, and improved them to the utmost. Its management has always been strong and successful, and was never more so than now. Its gross receipts trebled between 1862 and 1878, and again between 1878 and 1887. In 1869 the capital stock was increased from \$4,155,700 to \$4,555,000; in 1871 to \$5,000,000, and in 1872 to \$7,000,000.

The stock has always paid large dividends, ranging from 6 to 10, and averaging 8 per cent. It sells now for more than twice its par value. That portion of the main line which is in New Hampshire is very near a model. The road-bed, roadway, rails, ties, and fences can hardly be improved. The stations are not only (with one or two exceptions) roomy, convenient, and wholesome, but they are tastily painted and kept scrupulously neat. The bridges deserve commendation. It is one of the theories of the manager of this road that a railway bridge should not only be strong enough to carry the heaviest trains when upon the track, but that the flooring should be so near a solid mass of heavy timber, and so protected by guard-rails, as to afford a safe roadway in case of a derailment, and every new bridge put upon the line is an approach to this standard.

The practice peculiar to this road, of giving prizes to

station-agents for the best floral display upon the grounds in their charge has been continued, and has added many attractions to the route. The improvements last year included a new iron bridge near Exeter, a new turn-table at that place, and new side tracks at Dover.

WORCESTER, NASHUA & ROCHESTER RAILROAD.

*Line.* From Worcester, Mass., via Nashua to Rochester, 94.08 miles.

*History and Condition.\** "The Worcester & Nashua Railroad was chartered in New Hampshire in 1845; in Massachusetts in 1842. Consolidated with the Groton & Nashua road June 26, 1845. The latter road had been chartered by the New Hampshire Legislature December 24, 1844. The road was opened from Groton Junction to Clintonville July 1, 1848; from Clintonville to Worcester November 22, 1848; from Groton Junction to Nashua December 18, 1848. The capital stock, authorized in both States, was \$2,100,000. The original cost of the Worcester & Nashua road, including equipment, was \$1,425,235, which was increased from time to time to \$2,543,921.02. On the completion of the Nashua & Rochester road in 1874, that road passed, by lease for fifty years, into the hands of the Worcester & Nashua road, on a guarantee of 6 per cent upon the stock and bonds. The former road had its origin in the Nashua & Epping Railroad, chartered December 29, 1848. The road was opened November 24, 1874, under a lease to the Worcester & Nashua for fifty years, at an annual rental of 6 per cent upon the cost of the road, which was \$2,000,000, or \$41,300 per mile. The capital stock paid in amounted to \$1,305,800; of which \$200,000 was taken by the Worcester & Nashua, \$200,000 by the city of Nashua, and \$100,000 by the Port-

\* Report of 1886.

land & Rochester Railroad. Bonds were issued to the amount of \$700,000. The Worcester & Nashua and Nashua & Rochester were consolidated in 1883, under the title of the Worcester, Nashua & Rochester Railroad. Eight and ten per cent dividends were paid by the Worcester & Nashua until the earnings were absorbed by the Nashua & Rochester lease. Dividends were suspended in 1877, and resumed in 1881 at 3 per cent. March 22, 1879, the rate on the Nashua & Rochester stock was also reduced to 3 per cent by the consent of the lessor to a modification of the lease. On the 1st of May, 1886, the road passed, by a long lease, into the control of the Boston & Maine Railroad, and now constitutes the Worcester, Nashua & Portland division of that system."

This road was in excellent condition when the present lessors obtained possession of it, and it has since felt the strengthening influence of their ample means and vigorous management. Road-bed, ties, roadway, and fences are all commendable. The track is being put in steel, though that portion of it now in iron is in good shape. The stations, with one exception, are remarkably neat, commodious, and attractive in all their arrangements and appointments. Most of them are provided with water and modern water-closets, and in this respect they excel those on any other line in the State. A largely increased business, a reduction of fares, and an improved train service have followed the change of ownership. One thousand five hundred and fifty tons of steel rails and 47,612 new ties were laid last year, and new side tracks were put in at Rochester, Gonic, New Epping, and Nashua.

#### DOVER & WINNIPESAUKEE RAILROAD.

*Line.* From Dover to Alton Bay, 29 miles.

*History and Condition.* The Cochecho Railroad was char-

tered in 1839, but no progress was made towards building it until ten years later, when work was commenced under a new charter granted July 2, 1847, the old one having lapsed. The road was opened in 1851. Its liabilities at that time were \$389,000 in stock and \$420,000 in bonds. It was understood by the owners of these that the road was to be immediately leased or run in connection and upon favorable terms with the Boston & Maine, but the directors of the two corporations could not agree, and it was operated independently by its own directors and at a loss until August 20, 1862, when it was surrendered to trustees. In that year the Legislature authorized the corporation to reduce the stock to the amount of the indebtedness, amounting to \$480,000, to reorganize as the Dover & Winnepesaukee Railroad Corporation, and to extend the road to Portsmouth, where it would connect with the Eastern. This induced the Boston & Maine to lease it for fifty years, at \$29,000 a year, and after it had been operated six months by the new corporation it was transferred to the lessee. It is not a first-class road, but meets the requirements of a small traffic. Considerable money has been spent at Alton Bay to accommodate camp-meetings and other summer gatherings. The stations are passable and the road-bed and track in good repair. One long bridge is to be rebuilt this year. It connects at Alton with the lake steamers owned by the Boston & Maine, and with these forms one of the most attractive lines to the mountains.

#### WEST AMESBURY BRANCH RAILROAD.

*Line.* From Newton to Merrimack, Mass., 4.45 miles.

*History and Condition.* Chartered in this State in 1868. Built in 1872. Opened January 9, 1873. Cost \$114,000. Leased to the Boston & Maine for \$5,700 a year, or 5 per cent upon its cost, one half of which is represented by 7 per cent bonds and the other half by stock. One excel-

lent station and two and a third miles of good road constitute the New Hampshire section.

#### EASTERN & EASTERN NEW HAMPSHIRE RAILROADS.

*Main Line.* From Boston to Portland, 108.29 miles.

*History and Condition.* The Eastern is a Massachusetts railroad. Its act of incorporation, dated April 14, 1835, gave it the right to build and operate a road from Boston to the New Hampshire line, to which it was opened November 9, 1840. On the same day the Eastern in New Hampshire, which was chartered June 18, 1836, completed its road from the Massachusetts line to Portsmouth. Before it was finished the New Hampshire road was leased to the Massachusetts corporation, and, so far as the public are concerned, has ever since been a part of its road. This lease was for ninety-nine years, and bound the lessee to pay the same dividends on the stock of the leased road as its own received. In 1847 the Eastern joined the Boston & Maine in leasing the Portland, Saco & Portsmouth, and thus secured a through line between Portland and Boston.

In 1875 the report of the directors first revealed in detail to the stockholders in the Eastern the bankruptcy of the corporation, which had been brought about by ill-advised attempts to extend its branches and feeders, regardless of cost, mismanagement in other directions, the positive dishonesty of some of its officers, and the fierce competition with the Boston & Maine. That report put the debt of the corporation at \$14,859,648.98, and the stock at \$4,997,000. The annual interest on the debt was about a million. A table of losses caused by investing in other roads, by accidents, fires, discounts on bonds, and direct competition with the Boston & Maine, aggregated \$8,245,980. The earnings of the road for the year 1875 failed to pay operating expenses and fixed charges by nearly \$400,000. The discovery of these facts ruined the credit



of the Eastern road. The stock, which in 1873 sold for \$109, was quoted at  $3\frac{1}{2}$  in 1876 and  $2\frac{1}{2}$  in 1877. Such a collapse, of course, overwhelmed all the dependencies of the Eastern, for its guarantees and other obligations were not only worthless, but from their peculiar character were a crushing weight upon those who held them. The stock of the Eastern New Hampshire fell from \$102 in 1873 to  $18\frac{1}{2}$  in 1875, and that of the Great Falls & Conway from \$116 in 1871 and 97 in 1873 to  $2\frac{1}{2}$  in 1875. Under these circumstances the owners of the Eastern New Hampshire commenced proceedings in court to abrogate the lease of 1840, and out of these grew a new lease in 1879, when the Eastern had been reorganized and had somewhat recovered, under the terms of which they receive  $4\frac{1}{2}$  per cent upon their capital stock for the use of their road. In 1883 the lease of the Eastern system to the Boston & Maine for fifty years carried with it the Eastern New Hampshire. The Eastern road-bed from Portsmouth to the state line is good enough, so are the rails, ties, and all the elements of the road's physical condition; and its train service satisfies a large and exacting class of patrons. The Portsmouth station was painted and the Portsmouth bridge and coal-pockets extensively repaired last year.

PORTSMOUTH, GREAT FALLS & CONWAY RAILROAD. •

*Line.* From Conway Junction, Me., to North Conway, 72.86 miles.

*History and Condition.* In 1844 the Legislature chartered the Great Falls & Conway Railroad, and it was built in 1849 as far north as Union village, and mortgaged to secure the bonds of the company to the amount of \$100,000. A second issue of bonds for the same amount was guaranteed by the Eastern in New Hampshire, and this was followed by a third one for \$60,000. These securities were bought by the Eastern Company for

\$307,560. The Great Falls & South Berwick branch was built in 1851-52. It connected Great Falls with the Portland, Saco & Portsmouth road at Conway Junction in Maine, and the Eastern by foreclosing mortgages obtained a title to this also, thus securing an extension from Portsmouth to Great Falls. In 1856 the Portsmouth, Great Falls & Conway road was incorporated, with power to purchase the Great Falls & Conway road, and the South Berwick branch, and the company organized under this charter purchased these roads of the Eastern for \$208,173.94, paying for them in stock in the new corporation at par. With this accomplished, the road was pushed toward the mountains, the objective point of its owners at that time being West Ossipee, from which it was proposed to carry passengers to Conway in stages. The rails between Union village and West Ossipee were laid in 1870, and the road opened in July of that year. The cost of this section was \$767,200, and was paid for in stock, of which the Eastern Railroad took \$168,200. The stock at this time sold in market for \$107 a share. It was soon found that the scheme for extending the line to Conway by stages was a failure, and the road to that place was built and commenced business December 8, 1871. It was afterwards extended to North Conway, June, 1872. The cost from West Ossipee to North Conway was \$483,400.99, and the money was furnished by the Eastern Corporation, as was \$220,000 more spent in completing the road below Union village. This made the entire cost of the road \$2,105,689.50. When the road was completed the Eastern held of its securities \$1,000,000 in bonds and \$551,000 in stock. September 12, 1870, the Portsmouth, Great Falls & Conway road was leased to the Eastern in New Hampshire for sixty-nine years, the rental being the same dividend per share upon the stock as is paid to the Eastern stockholders, and  $4\frac{1}{2}$  per cent upon the bonded debt of \$1,000,000. The disasters that befell the Eastern between

1870 and 1875 paralyzed the Portsmouth, Great Falls & Conway. In 1878 its resources consisted mainly of the courage, industry, and tact of a Wakefield farmer, to whose efforts its extension above Union village was largely due, and who had been appointed its superintendent a short time before. At this date it did not pay operating expenses. Its track was a menace to life and property, its decrepit rolling stock was in the hands of a sheriff, and its credit was so poor that the superintendent was obliged to buy upon his individual credit fuel for its locomotives, and swap the old spikes for a few tools with which to repair its broken and battered rails, while its stock was quoted at  $1\frac{1}{2}$ . He proceeded to create a business for it by making it for the advantage of manufacturers and landlords to locate upon it, and by coaxing tourists over it, and was steadily increasing its receipts when the lease of the Eastern to the Boston & Maine grafted it upon a strong corporation, and gave the man who had demonstrated his ability to run it with nothing an opportunity to show what he could accomplish when he had the means to do with. Its business has quadrupled in ten years, its stock sells for \$118, and it is rapidly being put in excellent condition. Twenty-two miles of the track are in steel, thirteen and one third miles having been laid last year. The ballast is fair and steadily being bettered. The improvements for 1886 include a new culvert at Brown's brook, new masonry and eye-beams for the bridge at Union, stone culverts and a substantial pile bridge at Milton, a new turn-table at North Conway, extensive repairs upon the coal-sheds at Wolfeborough Junction, and general repairs upon the bridges and structures of the whole line. The stations at Center, Ossipee, Conway, Woodbury Junction, and East Wakefield have been painted and renovated, and, like the others on the road, are attractive and neat. For the joint use of the roads doing business there an elegant brick structure

with sandstone trimmings was erected last year at Great Falls to take the place of the dingy and dilapidated affair that has hitherto served as a passenger station at that place. It cost, including the extensive stone-work, about \$20,000, is an ornament to the town and a credit to the road.

#### PORTSMOUTH & DOVER RAILROAD.

*Line.* From Portsmouth to Dover, 10.88 miles.

*History and Condition.* In 1872 the Eastern New Hampshire Railroad engaged to lease the Portsmouth & Dover, when it should be completed, at 6 per cent on its cost, for sixty-five years, and as a result this road was opened February 1, 1874. It was first chartered in 1842, and again July 6, 1866. Its first cost was \$763,000, which was paid in bonds that were afterwards converted into stock. Of these the city of Portsmouth took \$300,000 and Dover \$225,000. It was well built, and is now in excellent condition, but has never done a large business. For some years its rental was so much loss to its lessor.

The openings at Rollins's, Paul's, Hill's, and Cushing's bridges were filled last year, and new Howe trusses were put in at Dover Point.

#### WOLFEBOROUGH RAILROAD.

*Line.* From Wolfeborough Junction to Wolfeborough, 12.03 miles.

*History and Condition.* Chartered in 1848, and opened August 19, 1872. It cost \$337,900, of which \$289,400 were paid by the Eastern Railroad, which received stock in return, and now owns all but 375 of the 3,855 shares. It is and always has been really a branch of the Great Falls & Conway, though nominally leased to the Eastern New Hampshire. For many years it did not pay operating expenses, but is doing better now. It has an iron track in good repair, and decent stations.

## CONNECTICUT RIVER RAILROAD SYSTEM.

*Main Line.* From Springfield, Mass., to South Vernon, Vt., 50 miles. Branches: Chicopee Falls, Chicopee to Chicopee Falls, 2.35 miles; East Hampton, Mt. Tom to East Hampton, 3.50 miles. Leased: Ashuelot Railroad, from South Vernon, Vt., to Keene, N. H., 24 miles, in New Hampshire 23.2142 miles; Sullivan County Railroad, from Bellows Falls, Vt., to Windsor, Vt., 26 miles; Vermont Valley Railroad, 24 miles. Total mileage 129.85 miles, of which 49.2142 are in New Hampshire.

## ASHUELOT RAILROAD.

*Line.* From Keene to South Vernon, Vt., 24 miles, of which 23.2 miles are in this State.

*History and Condition.* First incorporated December 27, 1844. Rechartered July 10, 1846. Work began upon the road in 1849, and it was opened for business January 1, 1857. It cost, including the equipment, about \$500,000, only \$441,000 of which were provided for by the sale of stock. The efforts of its managers only served to bury it deeper in debt, and many of the stockholders became alarmed lest they should be held personally responsible, and surrendered their certificates to the corporation to the amount of \$231,000, leaving only \$210,000 outstanding. In 1860 the holders of the \$200,000 in bonds that had been issued secured possession of the property and leased it to the Cheshire. A long controversy between the bondholders and the stockholders ensued and occupied the attention of the court for years, but finally the stockholders established their claim, and on the 20th of April, 1878, recovered the road. They then brought suit for the use of it while it had been operated by the Cheshire, and with the proceeds of this canceled the outstanding bonds. The

corporation was then reorganized upon the basis of \$210,000 capital, and the road was leased to the Connecticut River corporation, which pays 6 per cent on the stock for the use of it, and has brought it into most excellent condition, its road-bed, track, roadway, stations, and bridges being superior to those on any other branch road in the State. Two thirds of the track is in steel. Only ordinary repairs were made last year.

#### SULLIVAN COUNTY RAILROAD.

*Line.* From Bellows Falls, Vt., to Windsor, Vt., 26 miles.

*History and Condition.* The Legislature of New Hampshire chartered the Sullivan Railroad July 10, 1846. It was opened February 5, 1849, the cost being represented by \$500,000 in stock and \$854,796.93 in debts secured by mortgage bonds. After having operated two years it was surrendered to trustees for the benefit of creditors, and in 1863 was leased to the Vermont Central. In 1866, the corporation being hopelessly bankrupt, the property was sold for \$500,000 to the bondholders, who formed a new corporation under the name of the Sullivan County Railroad, and, taking possession of the road, re-leased it for ten years to the Vermont Central at \$25,000 per year. Of the stock in this new corporation, the Northern road was the principal owner. The Vermont Central continued to operate it until 1880, when the Vermont Valley Corporation purchased the stock, and it became part of the Connecticut River system.

Steel rails, 56 pounds to the yard, sound ties, 3,000 to the mile, and a deep, broad, well-surfaced road-bed, clean-cut ditches, good fences, strong bridges, and respectable stations attest the success of the recent purchasers of this road in their efforts to make it worthy of its place in a through line of great importance. Four miles of the

road-bed were raised from one to two feet last year, and the stakes are set for a continuation of this improvement, which, when completed, will relieve it of heavy grades and fit it to do a large business at small cost.

## CHESHIRE RAILROAD SYSTEM.

### CHESHIRE RAILROAD.

*Main Line.* From Ashburnham, Mass., to Bellows Falls, Vt., 53.62 miles, of which 42.81 miles are in this State. The Cheshire road uses that part of the Vermont & Massachusetts road which extends from North Ashburnham Junction to Fitchburg, 10.50 miles, for which it pays an annual rental of \$51,000, and leases the Monadnock from Peterborough to Winchendon, Mass., 15.8 miles.

*History and Condition.* Chartered by the New Hampshire Legislature in 1844. The part in Massachusetts was chartered as the Winchendon Railroad Corporation. Construction was begun in 1845; opened to Keene in 1848, and to Bellows Falls in 1849. Capital stock, \$2,153,300. Cost of road and equipment, \$2,717,535.26. Funded debt \$800,000, at 6 per cent.

There are no important changes to report on this road, and few are needed. Its veteran superintendent, who was one of its builders, has put upon it the impress of a steady purpose to make it stable, strong, and permanent. Its road-bed is nearly perfect, and the superstructure is first-class; its masonry is solid and enduring; its bridges sound, safe, and high; its ties in good condition, — about 3,000 to the mile, and in line on one side; its track heavy steel; its ballast fourteen feet wide, deep, and of good material; its ditches well cut and unchoked, and its roadway well grassed and clean. It is free from sharp sags, and its few curves are skillfully drawn, while its

stations are commodious and in good repair. The stations south of Keene have been repainted.

#### MONADNOCK RAILROAD.

*Line.* From Winchendon, Mass., to Peterborough, N. H., 15.8 miles, of which 13.76 miles are in this State.

*History and Condition.* The Monadnock Railroad was first chartered in 1848. Eighteen years later the charter was revived, and in 1869 authority was given to lease the road when completed. Construction was commenced in 1870, and the road was completed the next year. It cost \$367,701. In 1874 it was leased to the Boston, Barre & Gardner, and six years afterwards, when this company failed to meet its obligations, the Cheshire secured it at an annual rental of \$12,500 per year. This arrangement terminated some months ago, but it is still operated by the Cheshire at a reduced rental. The stock, with the exception of a few shares, is owned jointly by the Cheshire and Fitchburg. Uncertainty regarding its future has doubtless prevented costly permanent improvements upon it, and it suffers by comparison with the Cheshire main line, but its road-bed and track are fully up to the average of our branch roads, and its stations are commodious and clean. It is one of the many short roads that cannot be operated to advantage independently, and its importance consists in its being a public convenience rather than in its ability to earn dividends.

#### FITCHBURG RAILROAD SYSTEM.

*Main Line.* From Boston, Mass., to Fitchburg, Mass., 50 miles. Branches: From North Cambridge, Mass., to Waltham, Mass., 6.60 miles; from South Acton, Mass., to Marlborough, Mass., 12.42 miles; Peterborough & Shirley, from Ayer, Mass., to Greenville, N. H., 23.62



miles. Leased: Vermont & Massachusetts Railroad, from Fitchburg, Mass., to Greenfield, Mass., 56 miles; Turner's Falls branch, from Greenfield to Turner's Falls, Mass., 2.80 miles. Total, 152.12 miles.

PETERBOROUGH & SHIRLEY RAILROAD.

*Main Line.* From Ayer, Mass., to Greenville, N. H., 23.62 miles. Single track, iron rails.

*History and Condition.* Chartered in this State July 8, 1846, the authority being to build a road from the state line in Mason through New Ipswich to Peterborough; built from the state line to Greenville, a distance of 9.37 miles. Construction began in 1849 and was finished in 1851. The road was greatly embarrassed for ten years, when it was leased to the Fitchburg road for nine hundred and ninety-nine years at 6 per cent, and the New Hampshire section was thrown in as a gratuity, on condition that the road should continue to be operated. By this arrangement the road is given the same rates as the main line.

This road remains in the same condition as a year ago. It continues to give its patrons lower rates and more train service in proportion to its business than any other in the State. With a new station and engine-house at Greenville it would be beyond the reach of reasonable criticism. During the summer of 1886 the engineers of the Fitchburg road made a survey from Greenville *via* Peterborough to Claremont, a distance of about 70 miles, following a portion of the way the line of the Windsor & Forest charter. Such surveys furnish employment to educated and deserving men, are fruitful subjects of speculation in the towns through which they pass, and sometimes lead to the construction of important railroads.

## GRAND TRUNK RAILROAD SYSTEM.

*Main Line.* From Portland, Me., to Chicago, Ill., 1,145 miles. Total length of all lines owned and leased 2,358 miles, of which 52.02 miles are in this State.

*History.* The Grand Trunk Railway was chartered in 1851; opened from Portland to Montreal in 1853; to Quebec in 1854; to Toronto in 1856; from Toronto to Sarnia in 1858; to Chicago in 1880. Consolidated with Great Western Railway Company August 12, 1882. Total capital invested, \$45,485,871.

## ATLANTIC &amp; ST. LAWRENCE RAILROAD.

*Line.* From Portland, Me., to Island Pond, Vt., 149.37 miles, of which 52.02 miles are in New Hampshire.

*History and Condition.* Chartered in this State June 30, 1847; in Maine February 10, 1845. Opened to Island Pond January 10, 1853. Leased to the Grand Trunk Railway Company July 1, 1853, for nine hundred and ninety-nine years, at an annual rental of 6 per cent on funded debt and capital stock, amounting to \$5,484,000 of the former and \$3,000,000 of the latter.

This road, of which little is known by most of the people of the State, is essentially English in character, solid, substantial, slow, and safe. Its road-bed is one of the best. The ballast is of excellent material and well placed, broad, deep, porous, and elastic. The rails are sixty-five-pound steel, the ties hemlock and tamarack, 2,600 to the mile, lined on one side and sound; the bridges are iron with heavy and well-laid granite supports. The fences are kept in good repair, and the space between them is clean and tidy. The semaphore signal is in use at all stations, and a system of locks prevents the escape of cars left upon sidings and consequent collisions.

We hear no complaint of the train service, which ap-

pears to be ample. The permanent improvements during the year are a neat and commodious station at Starkwater, an addition to the station at West Milan, and seven iron-plate girder bridges, from 22 to 28 feet in length, to replace wooden structures. There is need of a new station at North Stratford, of better depot accommodations at Groveton, and a larger freight-house at Berlin Falls, all of which are promised in the near future. The local business on this road is light, and when considered independently it has been operated at a heavy loss; but there has been a rapid development of the resources of the section in the last few years, which is contributing materially to a more satisfactory balance-sheet. A new paper-mill costing half a million dollars, and having a capacity of twenty tons a day, has been erected at Berlin Falls, and upon the barren ledge about it has sprung up a village whose growth is probably without parallel in the State. Eighty substantial blocks and houses were erected there last year. The mills a short distance above furnish a train-load of lumber and the copper mines at Milan a car-load of ore daily, while the mills at Stark, Starkwater, and Milan are flourishing and increasing their output, and the receipts of the road at North Stratford, Groveton, and Gorham are steadily growing.

#### PORTLAND & OGDENSBURG RAILROAD.

*Line.* From Portland to Fabyan's, 89.034 miles. From Scott's Mills to Vermont line, 2.32 miles. Length of line in New Hampshire, 40.544 miles.

*History and Condition.* The Portland & Ogdensburg Railroad originated in the desire of the people of Portland for a new line to the West. It was chartered in this State in 1869, with the consent of those whose interests it threatened, because they were convinced its route through the Notch was one on which a railroad

could not be built. Its construction was begun in 1870, and August 7, 1875, it was opened from Portland to Fabyan's, a distance of 89 miles. Its cost to this point exhausted its resources, including its credit, but for about ten years its trains were run over the track of the Boston, Concord & Montreal to Scott's Mills, and thence to the Vermont line.

This arrangement terminated May 3, 1885, and since that time its western terminus has been at Fabyan's. It never did a paying business, and was soon bankrupt. In 1884, upon petition of the creditors, the Supreme Court of Maine issued a decree placing it in the hands of Samuel J. Anderson, of Portland, as receiver, which was afterwards confirmed by the United States District Court for New Hampshire. It was in wretched shape when General Anderson took it as receiver, its road-bed, never a good one, badly out of repair, its bridges unsafe, its trestles frightful and dangerous, its track fit only for old iron, and most of its buildings shanties. It has been greatly improved since then, and is now in good condition. The track is now all in steel, the worst of the trestled gorges have been filled, the weakest of the wooden bridges replaced with iron, and the road-bed brought into excellent condition.

Last year "Cook cut" in Conway was completed, reducing the grade from 82.5 feet to 52.8 per mile. Seven miles of track have been raised by ballasting from three to eighteen inches. Hall's pass in Bartlett has been filled up. Six hundred yards of ledge have been taken from the bed of the Saco River to protect the bridge pier near the first crossing above Bartlett, and 500 yards of riprap placed on the banks of the Saco near the junction of the Ellis. The long single-span bridges over the Saco above Bartlett, and the bridge at Davis brook in Hart's Location, have been replaced by iron structures. Three new turn-tables have

been built, and the platforms at Crawford's, Intervale, Fabyan's, Mt. Pleasant, Bartlett, and North Conway have been repaired. Upon the whole line, since it passed into the hands of the receiver, the length of bridging has decreased nearly a mile and a half, and that of the iron bridges has increased 1,825 feet. More than 60 per cent of the bridging over openings twenty feet wide or more is now iron.

In October, 1885, the Circuit Court issued a final order in foreclosure in favor of the Mercantile Trust Company and the city of Portland, upon mortgages representing \$1,590,744, and a corporation constituted by virtue of this foreclosure, and under legislation obtained in Maine and New Hampshire, was organized in June, 1886, to take possession of the road, which it has done.

#### MOUNT WASHINGTON RAILROAD.\*

*Line.* From the base of Mt. Washington to the summit, 3 miles.

*History and Condition.* "This road was chartered in 1858. The charter was renewed from time to time, and in 1868 construction began. The merit of originating this novel enterprise in railroad construction belongs to Herrick Aiken, of Franklin, who had conceived its possibility as early as 1850. He subsequently visited the mountain, and in 1857 he constructed a model to illustrate his idea. Mr. Aiken failing in health, Sylvester Marsh took up the project, invented the cog-wheel, and carried the enterprise forward to completion in 1872. The operative power has been improved and the liability to accident reduced to the minimum by the vigilance and skill of Walter Aiken, son of the originator, and manager of the road. The capital stock is \$129,000. The cost was \$139,000. The road has paid 9 or 10 per cent

\* Report of 1886.

dividends since 1879. This road has been in operation fifteen years; 130,000 passengers have been carried, and not an accident has occurred on the road. Considering that the grade is a continuous ascent of a thousand feet to the mile, the record is remarkable, and attests the perfection of the appliances and the sleepless vigilance of the management of this unique line. The superstructure is largely renewed each year. Ties, stringers, and rails average entire renewal in five years. The cog-rail, the original still in use, shows no appreciable wear; no cog has yet been broken. The motive power now comprises seven locomotives; there are seven passenger cars, one baggage and two box cars. It is to be hoped that the present management, to whose vigilance and ingenuity the unbroken safety of this road is due, will long be continued."

PROFILE & FRANCONIA NOTCH.\*

*Line.* From Bethlehem station, on the Boston, Concord & Montreal Railroad, to the Profile House 10 miles, and from the same point to Bethlehem street  $3\frac{1}{2}$  miles, a total of  $13\frac{1}{2}$  miles. Gauge, three feet.

*History and Condition.* "Chartered July 11, 1878; opened July 1, 1879. The road cost \$191,071.99; equipment, \$24,945.03; total, \$216,017.02. The capital stock is \$200,000. Six per cent dividends have been paid since the opening of the road, with the exception of the opening year, when 4 per cent was paid, and in 1882, when the dividend was 7 per cent. The Bethlehem branch,  $3\frac{1}{2}$  miles, was constructed in 1882. Our previous commendation of this road can only be repeated. Although used for summer business only, and mainly for passenger service, the road-bed and superstructure are maintained with a completeness and thoroughness that few roads of standard gauge can claim. The road-bed is

\* Report of 1886.

admirably ballasted, ties bright, and rails in perfect alignment. The roadway, although largely through a forest, is clean and tidy throughout. The attractive stations continue to be models of neatness and comfort, while the equipment is in keeping with the taste and thoroughness elsewhere displayed. Three locomotives and four passenger cars are equipped with the Westinghouse brake and Miller platform and buffer, besides two combination cars, one baggage car, and six freight cars. This road is the only narrow gauge in the State. The maximum grade on the Bethlehem branch is 231 feet; on the Profile line, 116 feet; the average per mile is 92 feet. The gauge is three feet, and the rail steel, 35 and 40 pounds. A fine iron bridge has lately been added to the superstructure."

#### CONCLUSION.

This report is sent to the public printer thus early in order that it may be furnished to the Legislature seasonably and according to law. It is believed to be substantially correct to-day, but railroad affairs are in a state of transition and uncertainty, and the relations of the several roads to each other and to the public are liable to be materially changed before June.

H. M. PUTNEY,  
E. B. S. SANBORN,  
E. J. TENNEY,  
*Railroad Commissioners.*

CONCORD, March 15, 1887.

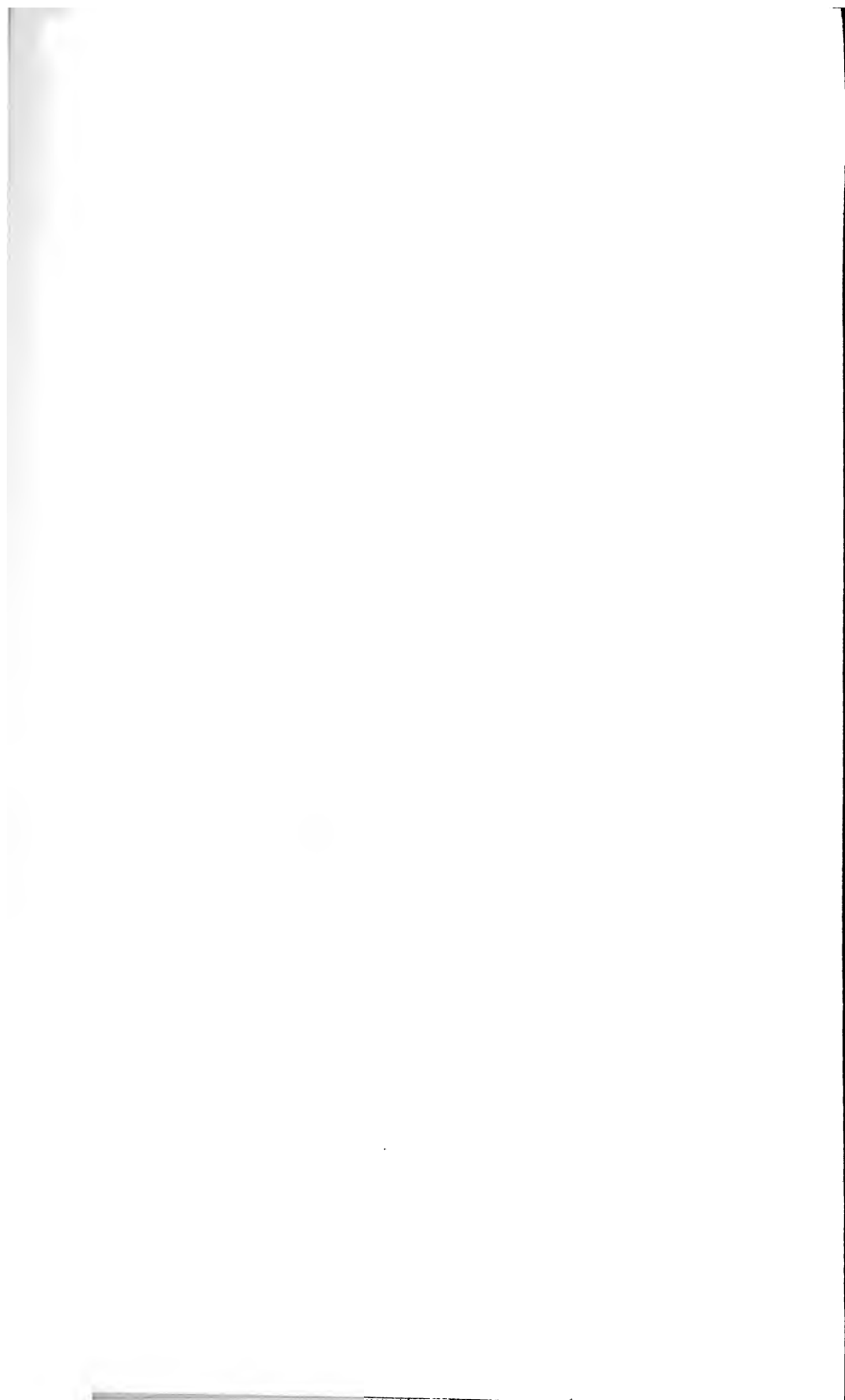




## PART III.

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# COMPLAINTS AND HEARINGS.



I.

WARNER LOWER VILLAGE.

*To the Railroad Commissioners of New Hampshire :*

GENTLEMEN, — We, the undersigned, respectfully represent that we are citizens of Warner, residing in the Lower village, on the line of the Concord & Claremont Railroad; that the flag station of said road in said village is in a most ruinous condition, not fit for the purpose for which it was built; that there are no accommodations for passengers waiting the arrival of the trains; that the windows of said station are broken up, to the great discomfort of the patrons of the road, and danger to their health; and lastly, that great numbers get off and on the cars at this station during the summer and fall seasons.

Wherefore, we humbly pray you to take such action in the premises as by law it is your duty to do.

G. H. GEORGE and twenty-seven others.

Upon notice to the Boston & Lowell Railroad of the filing of said petition, the following letter was received by the Board, to wit:

NORTHERN DIVISION BOSTON & LOWELL RAILROAD.

SUPERINTENDENT'S OFFICE,

CONCORD, N. H., June 14, 1886.

Hon. E. B. S. SANBORN, *Clerk New Hampshire Railroad Commission :*

DEAR SIR, — Relative to the petition for repair of the station building at Warner Lower village :

To-day I had an interview with Mr. W. K. Bartlett, one of the signers of the petition, and agreed to put the building in a neat and orderly condition, which he said would be satisfactory to the public who have occasion to use the same.

Mr. Bartlett said that he and others interested would endeavor to keep it in like good condition after repairs had been made.

Respectfully,

GEO. E. TODD, *Superintendent*.

Further proceedings upon said petition were postponed.

By the Board,

E. B. S. SANBORN, *Clerk*.

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II.

WEST MILAN.

*To the Honorable Board of Railroad Commissioners of the State of New Hampshire :*

We, the undersigned, residents and business men of West Milan station, respectfully represent to your honorable Board :

1. That our only accommodations are provided by the Grand Trunk Railway Company of Canada, a foreign corporation having their principal offices at Montreal, P. Q.

2. That the depot accommodations at said West Milan, on their said road, are not only inadequate and insufficient for the uses of it patrons and your petitioners, but because of its condition has actually become a public nuisance.

3. And that upon hearing before your honorable Board we can show beyond question its inadequacy, and the necessity of something better.

Wherefore, your petitioners pray that your honorable Board will grant them a hearing at said West Milan, at an early day, upon the matters herein set forth, and such other facts as are pertinent to the case; at which hearing evidence of the gross and wanton neglect of the public interest and convenience by said corporation may be submitted by your petitioners for your consideration, and that you will grant such order and relief as the public necessities, the convenience, and well-being of your petitioners and the public in general may in your judgment require.

And we hereby designate A. S. Twitchell, of Gorham, as our attorney, to whom notice or other communication pertaining to the matter may be addressed.

A. A. HIGGINS and nineteen others.

WEST MILAN, N. H., December 1, 1885.

Upon due notification to the Grand Trunk Railway of the pendency of said petition, such negotiations were had between the petitioners and said railway as resulted in no further action by the Board. Further proceedings upon said petition were postponed.

By the Board,

E. B. S. SANBORN, *Clerk*.

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III.

EAST KINGSTON.

STATE OF NEW HAMPSHIRE.

ROCKINGHAM, SS.

MARCH 11, 1885.

*To the Selectmen of East Kingston :*

We, the undersigned, legal voters of said town, respectfully represent

That the public crossing at or near the depot of the Boston & Maine Railroad in this town is a dangerous place, and needs some protection for the safety of the public.

Therefore, we petition you to make complaint and application to the Board of Railroad Commissioners of said State to examine said crossing, and if in their opinion any protection for the safety of the public is required, they may take such further action as they may deem proper.

DANA WEBSTER and thirty-nine others.

CHARLES E. MARSH,

ABEL H. TILTON,

JOHN L. PHILBRICK,

*Selectmen of East Kingston.*

It appearing that provision had been made that the crossing should be flagged, further proceedings were postponed.

By the Board,

E. B. S. SANBORN, *Clerk*.

## IV.

## CONWAY CENTRE.

CONWAY, N. H., March 23, 1886.

We, the undersigned, legal voters of the town of Conway, knowing the depot at Centre Conway, on the Portland & Ogdensburg Railroad, to be located in a place to inconvenience the whole business of the village of Centre Conway, and the traveling public that have occasion to stop at said village, and are willing to vote at any time, should it be deemed necessary, for the removal of said depot.

D. E. THOMPSON

And one hundred and seventy-seven others.

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CONWAY, N. H., March 23, 1886.

We, the undersigned, legal voters of the town of Conway, believing and knowing the depot at Centre Conway, on the Portland & Ogdensburg Railroad, to be located in a place to inconvenience the whole business of the village of Centre Conway, and the traveling public that have occasion to stop at said village, and are willing to vote at any time, should it be deemed necessary, for the removal of said depot.

RICHARD S. LORD and fifty-one others.

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We, the undersigned, hereby certify that we are unwilling that our names should appear on the petition to the railroad commissioners asking that the station of the Portland & Ogdensburg Railroad at Conway Centre be removed from Eastman's Bridge to Cotton's Siding. We signed the paper without having given the matter any attention, and retract whatever our signatures imply.

I. T. RANDALL and seven others.

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*To the Honorable Board of Railroad Commissioners for the State of New Hampshire:*

The subscribers, residents of Conway, in the county of Carroll in said State, are informed that a complaint has been made to the Board

of Commissioners by the selectmen of said town upon the petition of J. P. Pitman and one hundred and three others, in which complaint it is represented that the present location of the Portland & Ogdensburg Railroad station at Centre Conway does not convenience the public.

Your petitioners hereby remonstrate and declare that there is no occasion for a change in the location of said station; that there is no point on the line of said road east of the present site where all interests can be so well accommodated as at its present location; that the petition filed with the selectmen does not represent fairly the interests of the traveling public or that of the business of the town.

Your petitioners further represent that the present location of said station was agreed upon by the directors of said road after a hearing by them granted and the business interests of the two villages had been fully considered, and that all of the changes of circumstances only tend to favor the present location.

We therefore pray that we may be notified of the time of the hearing upon said complaint, and be allowed to be present and represent our interests as citizens and business men.

C. W. WILDER, Treasurer of Conway Savings  
Bank, and forty-eight others.

CONWAY, April 8, 1886.

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PETITION DENIED.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS,

CONCORD, N. H., July 19, 1886.

PETITION FOR CHANGE OF LOCATION OF CONWAY CENTRE STATION  
ON THE PORTLAND AND OGDENSBURG RAILROAD.

The Board is unable to find sufficient cause for granting the petition.

This is a controversy between Conway Centre on the one side and Conway Corner on the other side, both villages in the town of Conway, as to the location of the railway station used by the people of both villages. Each village claims that the proper location of said station is that which is nearest to itself. The dispute has existed ever since the railroad was opened. The track runs along the northerly side of the Centre village, the station being now located about

two hundred and eighty-five rods westerly of the geographical center of said village. The present location is the nearest point on the whole line of the Portland & Ogdensburg Railroad to the Corner village, which is two and one half miles westerly from said station and wholly off of this line of railroad.

The petitioners desire the station moved easterly to the Centre village, thereby reducing the distance they are now required to travel to reach it, although by such removal the distance from the Corner village to the station would be increased to nearly three and one half miles. In all the petitions, remonstrances, withdrawals from petitions, and testimony offered at the hearing, it was not suggested that two stations are needed. On the contrary, all the business transacted at the present station is so inconsiderable that a request for two stations within one mile of each other could not be seriously urged.

About four years ago this controversy between the villages about the location of the station was quite active, and for the information of the parties engaged in it an accurate record was kept of the number of passengers using the station during a year of ordinary business. Including all excursionists, the number was found to be ninety-one passengers per month, an average of three and one half passengers per day. The same record showed, and it is a fact not controverted, that nine tenths of all the passenger business of the station is best accommodated by the present location. It was further in evidence that all the income from this branch of the business of the road done at this station is less than the expense of maintaining the station. The freight business done at the station is on the same small scale, excepting the business of one party who manufactures lumber at some distance from the village, and to whose mill the railroad company has laid a track over which his freight is sent and received. The village of Conway Centre consists of a few dwelling-houses, two stores, hotel, post-office, and a town-hall erected many years ago. It was not in evidence that there had been any marked increase in its business or population since the railroad was opened, nor was there evidence from which it could be found that a change in the location of the station would stimulate the growth of the village. All the testimony at the hearing bearing upon the question of the number of buildings and the population of the Centre village came from two witnesses, both petitioners, who testified under oath. The first witness, a merchant, stated the number of inhabitants to be about seventy-five; the other witness stated that the number of buildings was forty and the number of inhabitants was two hundred.

To accommodate such business as comes to the railroad from the



Centre village, a side track has been put in and a platform erected as nearly as possible at the center of the village. All car-load lots of freight for or from the Centre village are received and sent from here, and passenger trains take and leave passengers at said platform.

The business of Conway Corner village is very much larger than that of Conway Centre, and is growing. Its freight traffic is done by the Boston & Maine Railroad, and the business relations of the place are naturally and largely with Portland. The direct passenger route from the Corner village to Portland is by the Portland & Ogdensburg road, and therefore the business portion of that village insist that the station shall remain where it is.

At the hearing, a remonstrance signed by people representing large interests in the town of Conway was presented, and their cause advocated by counsel. The town of Conway voted and paid a sum equal to 5 per cent of its valuation toward the construction of the Portland & Ogdensburg Railroad, and of this sum it is claimed that the property of the Corner village paid an amount many times larger than that paid by the property of the Centre village, and that, therefore, the demand of the business interests of Conway Corner that the station remain where it now stands is entitled to paramount consideration.

The remonstrance sets forth, and the testimony substantiated the statement, that the present location of the station was decided upon by the railroad company at the time its line was opened after a long and exhaustive hearing of all parties. It appeared at the hearing that it was placed where it now stands with the sole purpose of best accommodating the business likely to come to it, and not for the accommodation of one or two individuals, notwithstanding such rumor had obtained currency in the neighborhood occasionally in the long period of time during which this controversy has thrived. No change of circumstances was shown against the present location.

In reaching its conclusion the Board is not unmindful of the theory that placing this station squarely in the center of the Centre village will cause the village to advance vigorously in population and wealth. But we are not able to understand how any village of the size of this one can suffer seriously from the lack of railroad facilities on account of its station, which is situated within less than one mile of its center, while it has at its very door a siding upon which its car-load lots of freight are loaded, and where such loads are left within a few rods of the point of their final distribution, and whose people can get upon the passenger trains in a three minutes' walk from the center of the village; nor are we at liberty to infer, since more than

fourteen years' enjoyment of railroad facilities has made no extensive alteration in the growth of the village, that the change of this station would bring about such an era of prosperity to this village as to justify moving the station still further away from nine tenths of its patrons.

By the Board,

E. B. S. SANBORN, *Clerk.*

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The undersigned cannot agree with the views of the majority of the Board, and he considers it an act of justice due to the petitioners, numbering upwards of two hundred voters in the town, to put on record the reasons for his dissent.

The case for the petitioners was this: Conway Centre is a village of forty houses and two hundred inhabitants or more, with hotel, post-office, town-house, two general merchandise stores, and a third in the course of erection. The Portland & Ogdensburg Railroad runs along the north side of the village, within twenty rods of the main street. The nearest station is located 285 rods, nearly one mile, north of the village, and has been so located since the opening of the road in 1873. At the time of the location of the station where it now is, it was a point of some traffic, having a store and some of the town offices. The store has been abandoned and there are now only scattered farm-houses in the vicinity.

There is a platform at Conway Centre, where accommodation trains stop when flagged, and where passengers without baggage are left by such trains when requested. There is also a siding for bulk freight. No tickets are sold and no baggage is checked at the platform. No mails are distributed or received there. Every business man of Centre Conway, including one gentleman who pays the road, as he testified, from six to seven thousand dollars annually, appeared as a witness and asked for the change in the location, alleging the annoyance to himself and to the traveling public of the present ill arrangement, and expressing a belief that the removal of the station to the village would stimulate its growth and add to the business of the railroad. A manufacturer who owns the water-power of Centre Conway, which is only yet partially improved, testified that "some parties object to locate on account of the distance of the station." One of the merchants testified that he paid the road about \$300 annually for freight, and if the station should be located in the village he should pay the road as much more on freight than now went by another route.

The case for the remonstrants was this: The station was located where it now is by understanding with two influential citizens, now dead, who resided in the vicinity, and materially aided the construction of the road. By its location at this point the business and citizens of Conway Corner,  $2\frac{1}{2}$  miles distant, are better accommodated. By the removal of the station to Conway Centre they would be obliged to travel nearly one mile farther. Four years ago a record kept by the station-agent showed nine tenths of the passenger traffic to originate west of the station, and to be better accommodated by the station where it is than it would be by removal to Conway Centre. The railroad corporation is financially embarrassed, and does not wish to make any other outlay than that which necessity compels.

The case on its merits is this: Here is a village of "fifty houses and rising three hundred population," according to the chairman of the board of selectmen, the geographical center of a large and famous town, known throughout the country as a summer resort, which has to resort to a railroad station thrust nearly a mile away, whereby its growth is impeded, its business hampered, and its citizens universally inconvenienced. They have endured this for thirteen years to their own loss and the loss of the road, as the testimony shows. The conditions which mainly influenced the present location at the construction of the road are all broken by the death of the parties and the decay of the business about the station. The only substantial reason remaining why the station should not be located at Conway Centre is the saving of ten minutes' farther travel to the inhabitants of Conway Corner, who are located on the Portsmouth, Great Falls & Conway Railroad; who have all the advantages of a station at their own door; who do nine tenths of their business by their own road; who would be subjected to only a trifling ride farther when desiring to take a train on the Portland & Ogdensburg, and who have prospered by the convenience which a railroad station gives to a village where it is immediately accessible.

The fact that one half the voters of Conway Corner are among the petitioners and expressly recognize "the inconvenience to the whole business of the village of Conway Centre, and to the traveling public who have occasion to stop at that village," while not a remonstrant appeared from Conway Centre, and only sixty-five remonstrants altogether, sufficiently reflects the equitable aspects of the case. As it appeared from the testimony of the station-agent that the road would not suffer a dollar in its business by the removal, and that the ratio of passenger traffic has largely changed since four years ago in favor of Conway Centre, while from other testimony it appeared equally certain that the road would immediately gain

hundreds and ultimately thousands of dollars by the change, which can be done at an expense of a few hundred dollars at the most, I believe that the corporation should grant the prayer of the petitioners, or erect a station for their use in accordance with section 1, chapter 161, of the General Laws of New Hampshire: "Railroads having for their principal object the public accommodation, the proprietors thereof shall be bound to provide crossings, stations, and other facilities for the public." The village of Conway Centre has no station. Under the statute, in its own interest and in the interest of the road, the village should have a station.

O. C. MOORE, *Chairman.*

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V.

OMISSION OF WHISTLING AT CROSSINGS IN NASHUA.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS,

CONCORD, July 12, 1886.

The petition of citizens of Nashua asking for omission of locomotive whistling in said city was heard, and the following is the finding of the Board, viz. :

This is a petition for the omission of the whistling warning at all crossings in the compact part of the city of Nashua, on the Worcester, Nashua & Portland division of the Boston & Maine Railroad. A hearing on said petition was held at the common council room in said city, on the 28th of June, at which several parties appeared on behalf of the petition, and none against it. On this line of road in the compact part of the city of Nashua there are seventeen crossings at grade, five of which are protected by flagmen and one by gates. Were the whistle required at each crossing by night and by day, the disturbance to the public, especially to the sick, would be great if not intolerable, but on the 21st of November, 1885, the Board made an order authorizing the omission of the whistle except on trains leaving each of the two stations and on entering the city at the first crossing. This greatly reduces the disturbance to the community, but according to the petitioners it is not sufficient. The Board sees no objection to omitting the whistle where flagmen are

employed or gates are in use. The warning cannot there be claimed to be necessary. Nor can we see adequate reason for retaining the whistle after 9 o'clock at night and before 6 o'clock in the morning, when its use does disturb the community and gives distress to the sick. Beyond this we do not believe the Board would be justified in omitting the warning. Within a few years on this road in Nashua several serious crossing accidents have occurred, two of which deprived heads of families of their lives. There was no whistle in either case. We do not know that this warning would have avoided the accident, and we do not know that it would not. The reason of the law is to prevent the loss of life from a cause that counts more victims in this State than from any other cause. It is of recent enactment, and has not yet had a fair trial. No place in the State has so many railroad crossings as Nashua, and in case of the unprotected crossings the danger is steadily increasing by the growth of the traffic and population of the city. While the public is bound to exercise constant vigilance against this class of accidents, it would be culpable in this Board to wholly relax the safeguards which the Legislature has sought to interpose for the safety of the public. The power is given to the Board to do so, but it is also given with the implied understanding that the omission of the warning shall be demanded by the balance of public safety. There is no record of serious accident from horses frightened by the locomotive whistle on this road, while the record of crossing accidents is serious and deplorable. The disturbance to the sick by the whistle will be mainly removed by its omission at night. Therefore the following order, to supersede all previous orders, is hereby made:

*Ordered*, That the warning whistle at all crossings on the Worcester, Nashua & Portland division of the Boston & Maine Railroad, in the compact part of the city of Nashua, be omitted between 9 o'clock at night and 6 o'clock in the morning; that it be omitted at all crossings where a flagman is employed or gates are in use, and that it be continued on all trains entering the city at the first crossing, and at the first unprotected crossing on leaving each station.

By the Board,

E. B. S. SANBORN, *Clerk.*

## VI.

## CROSSING ACCIDENT IN HILLSBOROUGH.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS,

CONCORD, September 9, 1886.

On Saturday, August 21, at 4.43 P. M., the passenger train which left Concord at 3.25 P. M., over the Claremont branch of the Boston & Lowell Railroad, struck a horse and carriage at the Henniker crossing, so called, in Hillsborough. The occupants of the carriage were four girls, aged respectively 8, 10, 15, and 18. The youngest child, Jessie Colby, and the horse were instantly killed, and the other girls were somewhat but not seriously injured, although hurled a distance of fifty or sixty feet. A thorough investigation of this accident showed, by the testimony of the engineer, fireman, passengers, and a pedestrian who witnessed the accident, that the required crossing warning was given. The whistle was blown four times and the bell was rung. The testimony of the two older occupants of the carriage, one of whom was driving, was that neither the whistle nor bell was heard by them, and they had no thoughts of the train, though they knew it was about due. In the direction from the north, from which they approached the crossing, it was obscured by a thick growth of bushes, so that an engine approaching from the east could not be seen until the crossing was reached. As proved by experiment with the same locomotive and engineer, the warning signals and the noise of the approaching train could be distinctly heard in the highway for a long distance from the crossing. In this case no fault can be attached to the railroad or to the employees. The cause of the accident was entire inattention to the dangers of a railroad crossing at grade. The occupants of the carriage were young people, but according to their testimony they were not pre-engaged in conversation. The carriage-top was up, but the sides were open, and it is inconceivable how the occupants failed to hear the warning signals. The required crossing sign was also in position. The accident, by which one human life was lost, and the lives of three others put in the utmost jeopardy, emphasizes anew the importance of listening for crossing signals and looking for approaching trains before entering upon a crossing. The importance of the town and road removing any bushes that obstruct the view of an approaching

train from the highway near a crossing is also plainly pointed out by this accident. On this point we believe that the existing law, which is discretionary, should be made compulsory as to the removal of all obstructing bushes.

By the Board,

E. B. S. SANBORN, *Clerk.*

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VII.

COLLISION AT NASHUA.

IN BOARD OF RAILROAD COMMISSIONERS,

CONCORD, September 20, 1886.

At Nashua, on Sunday, September 5, at 8.27 A. M., the locomotive "Leader" was struck by the locomotive "Gen. John Stark," and considerable damage inflicted on both, but no person was seriously injured. The "Leader" had drawn an excursion train from Lawrence *via* Lowell, and delivered the same to the Concord road. At the Nashua station the Lowell locomotive was uncoupled, engineers changed, and the engineer directed by a Concord switchman to go up the track, opposite the upper end of the cross-over switch, and remain there until let out. This proved to be on the time of the morning Sunday passenger train from Concord. The engineer of the down train found the first target, at the bridge, set for him to enter the yard. On rounding the curve below the bridge he found the ball target set against him. He immediately applied the brakes and reversed, but before he could bring his train to a stop his locomotive struck the Lowell locomotive with force sufficient to hurl it backward one hundred feet or more without leaving the iron. It appeared from a full investigation of this accident that the upper target is not in use on Sundays, and no one is required to look after it. This target, therefore, has no significance on that day. From this target the lower target cannot be seen except by crossing the track to the east, the view being obstructed by the heavy foliage of a large tree. No train from the north comes in view of this target until the curve is rounded below the bridge. From this point to the position of the Lowell locomotive on Sunday morning is three hundred and forty feet. As the down train was moving at a rate not exceeding five or six miles an hour, according to the testimony of

the Concord engineer, his train should have been stopped before colliding had the engineer been thoroughly on the alert. No blame attaches to those in charge of the Lowell locomotive. The target arrangements governing trains at this point are at fault, in view of the obstruction and the curve, and the failure to make any use of the upper target on Sunday. A more responsible person than a gate-man should also be in charge on Sundays.

By the Board,

E. B. S. SANBORN, *Clerk.*

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### VIII.

#### ACCIDENT AT TILTON.

##### STATE OF NEW HAMPSHIRE.

##### IN BOARD OF RAILROAD COMMISSIONERS,

CONCORD, September 25, 1886.

At twenty-five minutes past 9 o'clock, on the evening of September 4, about one half mile south of Tilton station, on the White Mountain division of the Boston & Lowell Railroad, Wallace Glines, of Northfield, was run over by express freight train No. 9, going north, and received injuries from which he died on the following day.

The engineer, John W. Buckley, observing some object lying upon the track a few feet ahead of the locomotive, while running twenty-five miles an hour, near the "Colony crossing," immediately whistled for brakes, reversed his engine, and brought the train to a stop as soon as possible. On going back to the cattle-guard on the north side of the crossing, Glines was found with his head downward in the culvert, and his hand and leg severed and crushed by the wheels of the train which had passed over them. He was carried to such place by the side of the road as could be provided, and subsequently, by direction of the surgeon, who soon arrived on the spot, conveyed to his home. He was conscious of the proceedings for his removal, but did not realize what had happened to him. It appeared that Glines was in the habit of traveling upon this track in going to his home from Tilton, and a short time before the accident had announced to one or two persons his intention of proceeding homeward that evening by that route. One person, a former neighbor, warned



him not to go upon the track that evening, on account of the condition he was in, being intoxicated.

The position in which he was found and other evidence tend to prove that he pitched headlong into the culvert while walking upon the track, and was unable to extricate himself. The engineer was positive in his statement that when first he saw Glines a few feet in front of his engine he was lying upon the track, and not standing upon it.

The evidence was overwhelming that Glines was very much intoxicated. It was also in evidence that the route which Glines traveled is a common thoroughfare for people going from Tilton village to the trotting park and fair ground on the Northfield side of the river. Such use of a railway is never without great peril. The frequent reports which reach this office of accidents to persons trespassing on railways are sufficient reason for calling public attention to this subject, and warning people of the danger of using a railway track for a highway.

By the Board,

E. B. S. SANBORN, *Clerk.*

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IX.

CASE OF MRS. HECTOR FLEURIE.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS,

CONCORD, November 29, 1886.

The passage-way over which the operatives of the Great Falls Manufacturing Company go to and from their work is crossed several times by the tracks of the Western Division of the Boston & Maine Railroad. On the evening of October 21, a small engine, while backing up from the switch below this passage-way, to take some cars that were standing above it, ran over and fatally injured Mrs. Hector Fleurie, who, with a number of companions, had just left the mill at the close of their day's work. It appeared in evidence, both at the coroner's inquest held the day following the accident, and at the investigation by this Board, that the engine was not moving more than three miles an hour, that it carried a light upon the rear of its tender, that its bell was being rung by the fireman,

and that Mrs. Eleurte left her husband and other companions who were waiting upon the crossing for the engine to pass, and, attempting to go around it at a point ten or twelve feet above the crossing, was struck by the tender, thrown under the wheels and crushed to death. The accident was clearly due to her own rashness in attempting to go around the moving engine instead of waiting, as did the others, until the passage was clear and safe.

By the Board,

E. B. S. SANBORN, *Clerk.*

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X.

### PETITION OF J. B. WALKER AND OTHERS

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS,

CONCORD, December 3, 1886.

Notice having been given by publication in the daily papers of Concord, a hearing was held at the office of the Commission in that city, Monday, November 29, upon the following petition:

*To the Railroad Commissioners of the State of New Hampshire:*

The undersigned, citizens of Concord, represent that the very painful whistling of railroad trains entering and leaving said city at frequent times during the day and night, on the north, has long been a very serious annoyance to persons residing in that part of said city, and to the sick a distressing one, causing discomfort, and an injury to their real estate. They therefore respectfully request that you will cause said whistling to be discontinued.

J. B. WALKER and thirty-three others.

CONCORD, N. H., October 11, 1886.

At the hearing, the allegations set forth in this petition were fully established by the testimony of many of the citizens of Concord, and the Commission, after a careful investigation, undertaken with a purpose to afford all possible relief from the evils complained of, without increasing the danger inseparable from the running of trains over grade-crossings and through yards at stations, has concluded

that the following changes and modifications can be safely made, and they are hereby ordered:

That the whistle in the Concord yard be reduced from two long and two short blasts to one blast of not more than two seconds.

That all whistling upon freight trains and inward-bound passenger trains south of Penacook street be abolished, and be limited to one blast of not more than two seconds, eighty rods north of Penacook street, on the Northern and Concord & Claremont roads, and to two similar blasts east of the tannery on the Boston, Concord & Montreal road.

That outward-bound passenger trains be restricted to one short blast at Ferry street and one at Penacook street, and that a flagman be kept at all hours of the day and night for the protection of the Ferry-street crossing, it being understood that nothing in this order prohibits whistling in sudden emergencies, when life or property is in danger.

It is also recommended that employes of the roads be held to a strict observance of the rules, both as to the length of the whistle and the prohibition of its unnecessary use in calling companions to duty, saluting passing trains, and otherwise aggravating the torment which the shriek of a locomotive inflicts upon many of those who are compelled to live and try to sleep in close proximity to the track; and, secondly, that an attempt be made to produce a whistle which, while serving all purposes for which it can properly be used, shall be less shrill and shocking than those that now destroy the peace and damage the property of the residents upon North Main street in Concord.

By the Board,

E. B. S. SANBORN, *Clerk.*

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## XI.

### ACCIDENT AT HARRISVILLE.

#### STATE OF NEW HAMPSHIRE.

#### IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 6, 1886.

November 23, 1886, at Harrisville station on the Manchester & Keene Railroad, Charles M. French, aged forty-two years, fell under

the wheels of a moving passenger car and received injuries which soon resulted in death. Fifteen minutes before the train for Keene was due, French purchased a ticket for that place, and, with other passengers, awaited the arrival of the train at the Harrisville station. It drew up to the station and stopped at 11.03 o'clock A. M., left five or six passengers, took aboard as many, unloaded baggage and express parcels, after which the conductor called out "all aboard."

Looking around to see if his train was in readiness to start, and finding that it was, the conductor again called out "all aboard," and gave the motion with his hand to the engineer to start; but the engineer, being busy at that instant outside the cab, oiling the locomotive, did not start until a minute later, and not until he had returned to his place in the cab and the conductor had again called "all aboard" and again motioned him to go ahead. The entire length of the stop at the station was four minutes as kept and recorded by the station-agent, Mr. Keniston, a brother-in-law of the deceased. The conductor stepped upon the forward end of the passenger car while the train was under way, and after it had proceeded forty feet, as estimated, French came running to the same platform, jumped upon the step, and a moment later was beneath the wheels. The conductor, who was about entering the car when the noise of French's fall attracted his attention, immediately pulled the bell-cord, and the train was stopped after moving twenty feet. The weather was cold and a slight rain made the platform and steps slippery. French's venture would have been a hazardous one for an athletic man and with the best footing, but with an infirmity which never left him wholly free of lameness, and wet and slippery platform and steps to stand upon, there was but slight chance for him when he attempted to board the train. It could not be discovered why he waited so long before attempting to get aboard. Even his brother-in-law, at whose house he was visiting, could not enlighten us upon this point. It was surmised that he was busily engaged in conversation, and took his chances to get upon the car at the last moment. There is nothing peculiar about this accident. It is but the counterpart of others which this Board has investigated. It will be repeated again and again until the public thoroughly understand and act upon the knowledge so dearly bought, that it is dangerous to attempt to board or leave a railway train while it is in motion.

By the Board,

E. B. S. SANBORN, *Clerk.*

## XII.

## ACCIDENT AT NASHUA.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS,

CONCORD, December 6, 1886.

On the 8th day of November, as John Hunter, a brakeman, and Samuel Norman, an engineer on the W. N. & P. Division of the Boston & Maine Railroad, were walking between two tracks of that road in the city of Nashua, going to take their engine, which was standing in the yard, they were passed by another engine which was drawing a heavy freight train that had come from the Concord road, and seeing some snow on one of the cars in this train, Hunter gathered a handful and threw it at Norman, who in turn got a handful and was about to throw it at Hunter, when the latter stepped out of the space between the two tracks and upon the one parallel to that on which the train was moving, just in season to be hit, run over and killed by a freight car that had been set out of a train above, and was running down to take its place in a train that was being made up below.

The detached car carried a brakeman who was attending to the brake upon the rear end, and who testified that he saw the two men when two or three rods from them and shouted to them, but the noise from the train on the other track, which with their sport engaged their attention, prevented them from hearing him, and the smoke and steam, which was beaten down by a heavy wind, obscured the car so that neither Hunter nor Norman saw it until it had struck the former.

It does not appear that any one was at fault except these two men, whose familiarity with railroading made them heedless of the danger that is always present when a person steps upon a track, without being sure that no car or engine is liable to run him down, and permitted them to engage in boyish play at a time when they should have been protecting their lives by vigilance and care.

By the Board,

E. B. S. SANBORN, *Clerk.*

## XIII.

## WHISTLING AT MANCHESTER.

*To the Railroad Commissioners of the State of New Hampshire :*

The undersigned, citizens of Manchester, respectfully represent that the whistling of railroad trains in said city, particularly on the Portsmouth road in the early morning, is a great and, as they believe, unnecessary annoyance, that it damages the real estate in the vicinity of the road, annoys the sick, and robs the well of sleep and comfort.

They therefore ask that you cause it to be discontinued or modified.

MOODY CURRIER and sixteen others.

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STATE OF NEW HAMPSHIRE.

## IN BOARD OF RAILROAD COMMISSIONERS,

CONCORD, January 4, 1887.

In the matter of the petition of Moody Currier and others, of Manchester, setting forth that the whistling of locomotives in that city, especially upon the Portsmouth Railroad in the early morning, is a great and unnecessary nuisance, and asking that it be discontinued or modified, a hearing was held December 27 at Manchester. At this hearing it was shown that four trains leave Manchester upon the Portsmouth road daily, between the hours of 4 and 9 A. M. ; that they cross, after leaving the yard, and before reaching the Mammoth road, nine highways at grade, so that each locomotive is required to give thirty-six blasts of the whistle, making one hundred and forty-four during the time mentioned; that all these trains except the last are freights and run very slow; that all the crossings but two are unimportant and little used by the public; that several of them are so near together that a whistle at one is really a warning for two or three; and that the whistling is a serious annoyance and injury; not only to a rapidly increasing population near the track, but to citizens who reside a mile away. That there are three crossings at grade upon the Concord road near the locomotive works and in the compact part of the city, of which only the one at Bridge street is much used, the others being merely roadways leading to the mills, which are closed during the night; that four freight trains pass these between

10 o'clock P. M. and 4 A. M., requiring thirty-six blasts of the whistle, so distributed as to greatly disturb the slumbers of people in that section, and that a whistle at Bridge street is practically a warning for both the others. The Board therefore decides upon said complaint and petition, that the statutory crossing whistle is not necessary at any crossing on the Portsmouth road west of the Mammoth road between the hours of 10 P. M. and 9 A. M., except at Pine and Massabesic streets, or at any crossing on the Concord road south of Amoskeag and north of Merrimack street between the hours of 10 P. M. and 6 A. M., except at Bridge street, and it is hereby recommended that crossing whistles on the roads named be confined during the times specified to the Pine and Massabesic street crossings on the Portsmouth road west of the Mammoth road, and to the Bridge-street crossing on the Concord road between Amoskeag and Merrimack street.

It is further recommended that the legal crossing whistle, which consists of two long and two short blasts, be so reduced in Manchester that it shall not exceed six seconds in length, and that engine-men be held to a strict observance of the rules of the road relating to whistling, it being our opinion that much of the complaint on the subject arises from whistling which is outside or in excess of the requirements of the regulations by which it should be governed.

By the Board,

E. B. S. SANBORN, *Clerk.*

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#### XIV.

#### ACCIDENT AT ASHLAND.

#### STATE OF NEW HAMPSHIRE.

#### IN BOARD OF RAILROAD COMMISSIONERS,

CONCORD, January 31, 1887.

January 5, as a freight train going north on the White Mountain division of the Boston & Lowell Railroad was leaving the highway bridge at "Green's cut," near Ashland, the fireman and conductor discovered the brakeman, George H. Straw, lying flat upon his face on the top of the forward car. They immediately went to his assistance, and found him unconscious. He was taken to Ashland, where

physicians were summoned, and in the afternoon was carried to his home in Concord, where he died at 6 o'clock that evening, having never recovered his consciousness. It appeared from the testimony of all the trainmen that Mr. Straw, as was his usual custom, got upon the engine at Meredith and rode to the top of the hill near Ashland, when he left and went back to set the brake upon the forward end of the box-car nearest the tender; that the next seen of him was when he lay outstretched upon the snow that covered the top of that car. As the brake to which he was going was not set, as it was in broad daylight, and the tell-tales one hundred and fifty feet from the bridge were in place, and as he was familiar with the road, it is to be inferred that he climbed upon the car after it had passed the tell-tales and before it reached the bridge, and was struck in the back of the head by the timbers in the bridge, receiving a blow which fractured his skull and caused his death. The bridge at Green's cut is an overhead pass for a highway. The stringers in its roof are but fifteen feet three inches above the track, or four feet above the top of an ordinary Grand Trunk box-car, such as the one on which Straw was killed. It is similar to many others in the State which constantly threaten the lives of freight-train men, but it is no worse than the law tolerates by providing for the erection of tell-tales as warnings one hundred and fifty feet on either side of them. Nevertheless, it is for the interest, and it should be the aim, of both the roads and the towns, which appear to have a joint responsibility in the matter, to remove them whenever it can be done.

By the Board,

E. B. S. SANBORN, *Clerk.*

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XV.

ACCIDENT AT CONCORD.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS,

CONCORD, January 31, 1887.

Darby Gannon, a man nearly seventy years old, who has been employed in the shops of the Northern Railroad for thirty-eight years, was run over at ten minutes past 10 o'clock on the forenoon of January 20 by an engine in the Concord yard, receiving internal in-



juries of which he died the next day. Mr. Gannon had been to the upper end of the yard and got a broken target, which he was taking to the shop to be repaired. As he passed down the track he was observed by an engineer to be intently studying a tag upon the target, which contained instructions as to repairing it. A few seconds later he was struck by the tender of a locomotive that was backing down from the turn-table, forced forward upon his face, run over and crushed. The locomotive carried but forty pounds of steam and was moving less than four miles an hour. Its engineer and fireman were both at its windows looking out for obstructions upon the track, but Mr. Gannon walked so close to the tender that their line of vision did not include him, and they were first made aware that any one was in danger by the shouts of a switchman after the accident occurred. The engine bell was ringing at the time, but Mr. Gannon was slightly deaf, and if he had not been it would probably not have attracted his attention, as there were several other engines moving near by. From a remark he made after he was injured, it would seem that he thought he was walking upon the main track, which he knew was the only safe one at that hour of the day. We find no evidence that any one was at fault, the accident being clearly due to the victim becoming so engrossed with the tag upon the target that he unconsciously stepped upon the side track and into a position where the greatest vigilance on the part of others could not have saved him.

By the Board,

E. B. S. SANBORN, *Clerk.*

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## XVI.

### ACCIDENT AT SUNCOOK.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS,

CONCORD, February 14, 1887.

As the morning passenger train north was crossing the bridge between Suncook station and the China Mills, February 3, the engine struck and killed G. Petit, an employe in the mills, who was going from the yard to the freight-house across the river upon an errand. The engine had just passed the three crossings below the bridge, at which the whistle had been sounded, and when Petit was discovered

upon the track some thirty feet ahead of the engine, the engineer reversed his engine, put on the brakes and blew the whistle, while the fireman rang the bell. But as Petit was quite deaf, the warning did not arrest his attention, and, although the train was stopped before going its length after he was first seen by the fireman, he was struck and instantly killed. This bridge is near a sharp curve in the road, and a coal-shed built close to the track by the China Mills so obstructs the view that an engineer cannot see the track upon the bridge until within about twenty feet of it, when going north. It is a deck bridge, high above the water, with no railing to prevent a person from falling over its sides. It would be a perilous footpath if no train ever ran over it, and a person who walks across it when a train is approaching, without exercising the greatest care, invites destruction. Yet the engine men testified at the investigation in this case that they have to whistle people from it nearly every trip, and there is other evidence showing that because it is the shortest cut from the China Mills to the village about the station, it is in almost constant use as a highway. That only one of the hundreds of trespassers upon it has recently been run over and killed cannot easily be explained, and furnishes no reason for supposing that they will be equally fortunate in future. In the case before us the trainmen did all they could to prevent the accident, and it was clearly due to the carelessness of the man who was killed.

By the Board,

E. B. S. SANBORN, *Clerk.*

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XVII.

ACCIDENT AT CLAREMONT.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS,

CONCORD, February 22, 1887.

On the evening of January 8, Henry A. Bond, of Claremont, about twenty years of age, jumped from the passenger train while crossing the Windsor bridge of the Sullivan County Railroad, fell from the bridge to the ice below, about fifty feet, and was instantly killed. Bond and a companion named Fritz were at the Claremont Junction station on the evening of January 8, and as passenger train No. 23

approached the station Bond proposed to Fritz that they should get upon the rear platform of the train and ride to Windsor, and catch a ride back on a freight train that was due to leave soon after the arrival of train No. 23 at Windsor.

They boarded the train as proposed by Bond, and were not discovered by the conductor, the night being quite dark. W. M. Mansfield, a brakeman, went to arrange the lanterns on the rear platform as they were approaching the bridge, and discovered them. Bond was standing on the steps and Fritz on the platform. The brakeman invited them to come inside the car, and did not wait to see if they did so, but passed back to the front of the train and told the conductor there were two passengers in the rear car. The conductor went to look after them, and found Fritz still standing on the platform, and was informed by Fritz that Bond appeared frightened at being discovered by the brakeman, and had jumped from the train and had fallen or was thrown over the side of the bridge. Search was made for him at once, and his remains were found on the ice below the bridge where he had fallen.

By the Board,

E. B. S. SANBORN, *Clerk.*

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## XVIII.

### ACCIDENT AT CONCORD.

#### STATE OF NEW HAMPSHIRE.

#### IN BOARD OF RAILROAD COMMISSIONERS,

CONCORD, February 21, 1887.

As the passenger train over the White Mountain division of the Boston & Lowell Railroad, which left Concord at 9.40 on the evening of February 15, was approaching a culvert about four hundred and seventy feet north of the point where the highway leading from Concord to East Concord crosses the track, the engineer discovered a sleigh standing squarely upon the track about thirty feet in front. He stopped his train as soon as possible, but not until it had struck the sleigh and hurled it, its contents, and the horse harnessed to it across the culvert, which was twenty feet wide, and carried them some distance beyond. The sleigh was smashed into fragments, the

horse fatally hurt, and the mangled remains of a man were found under the smoking-car hung to the brake-rod by a stout stocking. This man was Charles F. Hill, a citizen of Sanbornton, who about an hour before left a stable in Concord to drive to East Concord, where he purposed to spend the night. He was so intoxicated when he started that the by-standers were obliged to help him into the sleigh, and he undoubtedly soon fell asleep and left the horse to go without guidance, as was his habit when in that condition. The imprints of the sleigh-runners and horse's feet in the snow showed plainly that the horse, upon reaching the crossing, left the highway and walked up the track, proceeding until he came to the culvert, where he stopped and stood still until the train overtook him. As neither the engineer nor fireman could see any man in the sleigh when they first discovered it, it is probable that Hill had slipped from the seat and lay asleep in the bottom when he was struck and killed.

There is no charge of neglect of duty on the part of any railroad employe. The regulation whistle was sounded before the train, which was not running more than twelve miles an hour, reached the crossing. The man in charge of the crossing was at his post with a lantern when the train went by, and the engineer and fireman did their utmost to stop the engine as soon as the obstruction upon the track was discovered. That they did not see it sooner was due to a curve in the track, which threw the head-light to one side until it was near the culvert, but if it had been upon a straight line the result would have been equally fatal. The accident simply adds another to the victims of intemperance.

By the Board,

E. B. S. SANBORN, *Clerk.*

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XIX.

ACCIDENT AT TILTON.

STATE OF NEW HAMPSHIRE,

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, February 21, 1887.

On the morning of February 8, the trackmen upon the Tilton section of the White Mountain division of the Boston & Lowell Rail-

road, upon going to work, found upon the track the dismembered and frozen body of a man. It proved to be the remains of Joseph McCunnin, of Montreal, who left a situation in Boston to go to his home the day before. Nothing can be learned of him from the time he left Boston until his body was found, as neither the trainmen nor any of the passengers, so far as we can discover, recollect seeing him. It is supposed that he was a passenger upon the Central Vermont section of the train that left Concord at 9 o'clock P. M., February 7, and, in attempting to pass from one car to another, fell between the platforms, was run over and killed. His body was evidently dragged some distance by the cars of the train from which he fell, and was afterwards struck and carried still farther up the track by the engine of a later train, upon which pieces of his clothing were found when it reached Woodsville. But in the darkness of the night he was seen by no one, and there is no direct evidence as to how his death occurred.

By the Board,

E. B. S. SANBORN, *Clerk.*

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XX.

ACCIDENT AT TILTON.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS,

CONCORD, February 7, 1887.

Freighttrain No. 2, moving south from Tilton station on the White Mountain division of the Boston & Lowell Railroad, February 7, 1887, at 9.15 o'clock A. M., struck and instantly killed Chellis Sargent, an aged resident of Tilton.

Mr. Sargent was using the railroad for a highway, traveling upon the side track towards the passenger station and towards the approaching train, and when nearly opposite the latter he stepped from the siding to the main track directly in front of the locomotive. It is conjectured that he mistook the track upon which the train was moving to meet him and sought to avoid it by changing to the main line, or that, absorbed in his own thoughts, he did not notice it. Had the train been moving behind him instead of in front of him, his deafness would furnish a satisfactory reason for his

neglect to save himself. The fireman saw him upon the siding and in a perfectly safe position until he turned abruptly across the six or eight feet of intervening ground in front of the train.

The use of the track near this place for a highway has been the cause of several fatal accidents. We renew our warning against the practice which prevails in this locality of making a highway of a railroad track.

By the Board,

E. B. S. SANBORN, *Clerk.*

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XXI.

FATAL ACCIDENT AT CONCORD.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS,

CONCORD, March 7, 1887.

James J. Murtaugh, who was employed nights in the engine-house of the Northern Railroad, started from his home in the southerly part of Concord, on the evening of February 16, to go to his work, and, instead of walking up the street, took the railroad track. When a short distance below the passenger station his attention was attracted by a Northern engine that was passing down through the yard, and while looking at that he stepped backward upon a track on which a Concord engine had just started to back up and take a train, just in season to be struck by the tender, thrown under the wheels and killed. This Concord engine was moving very slowly at the time, and did not run its length after the tender struck Mr. Murtaugh before it was stopped. The men upon it had no reason to suppose that he would leave the space between the tracks and step into danger, and were in no way responsible for the accident which cost him his life.

By the Board,

E. B. S. SANBORN, *Clerk.*

## XXII.

## FATAL ACCIDENT AT NASHUA.

## STATE OF NEW HAMPSHIRE.

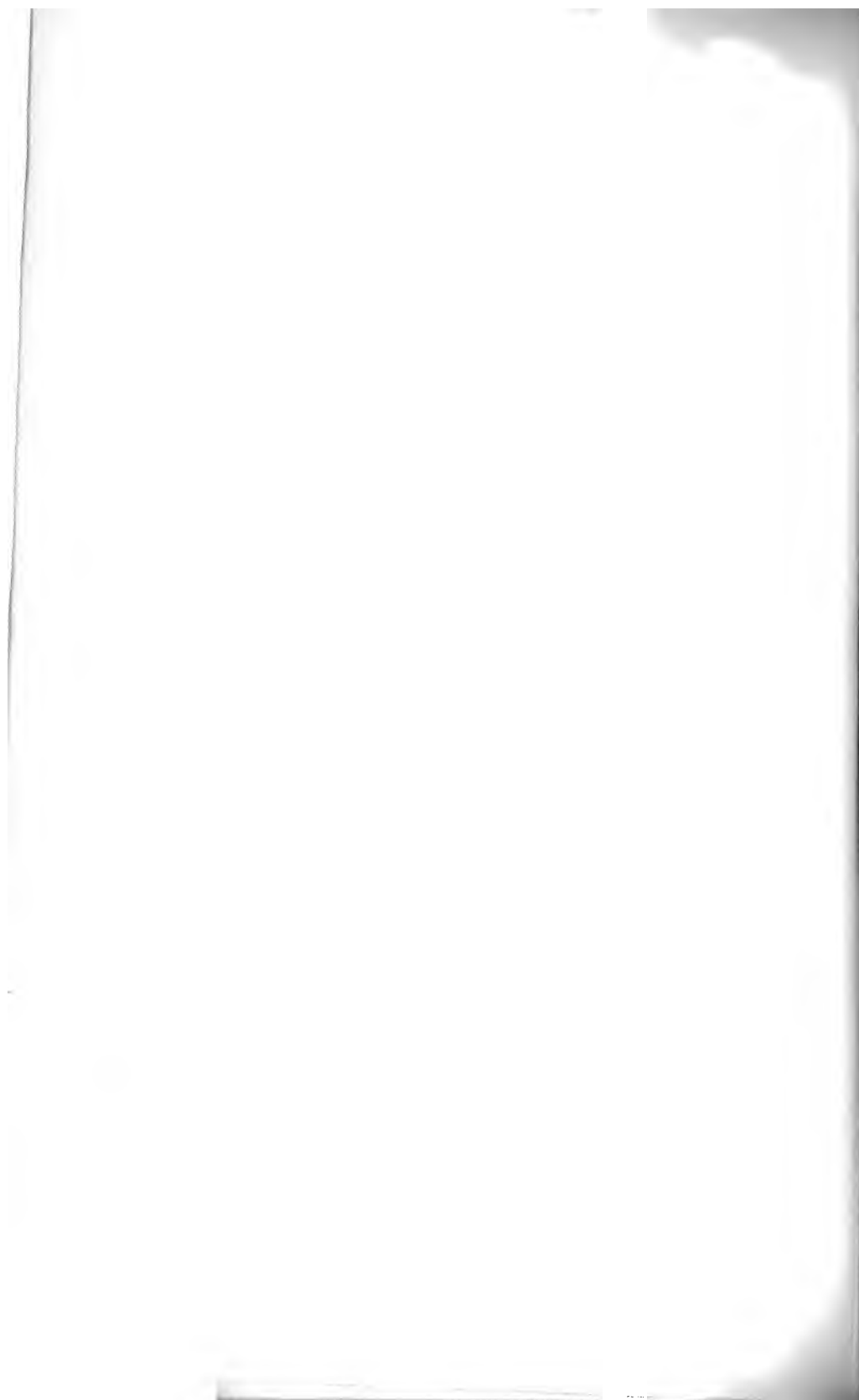
## IN BOARD OF RAILROAD COMMISSIONERS,

CONCORD, March 7, 1887.

Archibald L. Miller, a citizen of Nashua, accompanied his wife to the station, where she took the train for Groton, Mass., at 8.45, February 23. A few moments after the train left, he was discovered about three hundred feet from the station fatally injured, having been run over by the cars. He explained to those who went to his assistance that he jumped from the train after it started; and the testimony of the trainmen was that he entered the car, secured a seat for his wife, gave her some money, and started back toward the rear of the train, passing, as he went out of the door, the brakeman, who supposed he was going to the smoking-car. No one saw him afterward until he was hurt; but on reaching the platform he undoubtedly jumped to the ground, and either slipped upon the ice or was whirled under the wheels. He died the next morning. The train was not running rapidly at the time, having just left the station, and the accident is another illustration of the risk which any one takes in leaving a moving car.

By the Board,

E. B. S. SANBORN, *Clerk.*

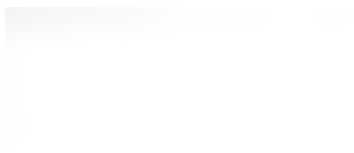




PART IV.



T A B L E S.



[illegible]

STATEMENT OF CAPITAL STOCK, DEBT, CASH ASSETS, INTEREST ACCRUED, AND DIVIDENDS PAID, FOR  
THE YEAR ENDING SEPTEMBER 30, 1886.

RAILROADS.	Capital stock.	Funded debt.	Unfunded debt.	Total debt.	Cash assets.	Net debt.	Net cash assets.	Interest accrued.	Dividends paid.	Rate.
✓ Ashuelot .....	\$210,000.00	.....	\$6,773.23	\$6,773.23	\$18,607.09	.....	\$11,834.86	\$111.55	\$16,800.00	.08
✓ Atlantic & St. Lawrence.....	5,484,000.00	\$3,000,000.00	.....	3,000,000.00	.....	\$3,000,000.00	.....	480,684.80	.....	.....
✓ Boston & Lowell.....	5,193,400.00	4,346,400.00	1,549,586.22	5,895,986.22	2,257,363.45	3,638,622.77	.....	253,084.27	290,133.00	.06
✓ Boston, Concord & Montreal .....	1,800,000.00	3,071,600.00	29,578.39	3,101,178.39	567,540.68	2,533,637.71	.....	213,800.65	38,440.00	.05
✓ Concord & Claremont (N. H.).....	412,400.00	500,000.00	254,245.72	754,245.72	63,900.35	690,345.37	.....	35,000.00	.....	.....
✓ Nashua & Lowell.....	800,000.00	300,000.00	40,468.50	340,468.50	352,074.17	.....	11,605.67	17,585.89	56,000.00	.07
✓ Northern.....	3,068,400.00	.....	1,061,325.22	1,061,325.22	1,224,401.66	.....	163,076.44	.....	179,838.00	.06
✓ Pemigewasset Valley.....	508,400.00	.....	.....	.....	705.84	.....	705.84	.....	30,204.00	.06
✓ Peterborough.....	385,000.00	54,500.00	201,450.54	255,950.54	.....	255,950.54	.....	.....	11,550.00	.03
✓ Peterborough & Hillsborough.....	45,000.00	165,000.00	53,882.27	218,882.27	54,583.83	164,298.44	.....	10,725.00	.....	.....
✓ Wilton.....	240,000.00	.....	900.75	900.75	1,521.97	.....	531.22	.....	16,800.00	.07
✓ Boston & Maine .....	7,000,000.00	4,498,000.00	2,086,831.89	6,512,831.89	3,260,067.06	3,252,764.83	.....	289,933.71	505,000.00	.06
✓ Dover & Winnepesaukee.....	480,000.00	.....	.....	.....	623.75	.....	623.75	.....	28,800.00	.06
✓ Eastern (in N. H.).....	492,500.00	.....	2,707.21	2,707.21	785,327.90	.....	782,620.78	.....	22,162.50	.045
✓ Portsmouth & Dover.....	769,000.00	.....	621.00	621.00	4,123.75	.....	3,502.75	.....	46,140.00	.06
✓ Portsmouth, Gt. Falls & Conway..	1,150,300.00	1,000,000.00	1,518.75	1,001,518.75	2,296.43	999,222.32	.....	45,000.00	.....	.....
✓ West Amesbury Branch.....	57,000.00	57,000.00	150.00	57,150.00	323.22	56,826.78	.....	3,990.00	1,140.00	.02



STATEMENT OF CAPITAL STOCK, DEBT, CASH ASSETS, INTEREST ACCRUED, AND DIVIDENDS PAID, FOR  
THE YEAR ENDING SEPTEMBER 30, 1886.

RAILROADS.	Capital stock.	Funded debt.	Unfunded debt.	Total debt.	Cash assets.	Net debt.	Net cash assets.	Interest accrued.	Dividends paid.	% of net
✓ Ashuelot .....	\$210,000.00	.....	\$6,772.23	\$6,772.23	\$19,407.09	.....	\$11,894.86	\$111.53	\$16,800.00	.08
Atlantic & St. Lawrence .....	5,484,000.00	\$3,000,000.00	.....	3,000,000.00	.....	\$3,000,000.00	.....	480,684.80	.....	.....
✓ Boston & Lowell .....	5,129,400.00	4,346,400.00	1,549,606.22	5,896,006.22	2,357,363.45	3,683,631.77	.....	253,084.27	280,133.00	.06
✓ Boston, Concord & Montreal .....	1,800,000.00	3,071,800.00	29,878.39	3,101,778.39	567,540.68	2,533,687.71	.....	213,880.65	38,440.00	.05
✓ Concord & Claremont (N. H.) .....	412,400.00	500,000.00	254,245.72	754,245.72	63,900.35	690,345.37	.....	32,000.00	.....	.....
✓ Nashua & Lowell .....	800,000.00	300,000.00	40,468.50	340,468.50	352,074.17	.....	11,805.67	17,585.89	56,000.00	.07
✓ Northern .....	3,068,400.00	.....	1,061,323.22	1,061,323.22	1,524,401.66	.....	163,076.44	.....	178,888.00	.06
✓ Pemigewasset Valley .....	503,400.00	.....	.....	.....	705.84	.....	705.84	.....	30,904.00	.06
✓ Peterborough .....	385,000.00	54,500.00	201,456.54	255,956.54	.....	255,956.54	.....	.....	11,550.00	.03
✓ Peterborough & Hillsborough .....	45,000.00	165,000.00	53,882.27	218,882.27	54,568.83	164,298.44	.....	.....	.....	.....
✓ Wilton .....	240,000.00	.....	980.75	980.75	1,221.97	.....	331.22	10,725.00	.....	.....
✓ Boston & Maine .....	7,000,000.00	4,426,000.00	2,066,861.89	6,512,861.89	3,360,677.06	3,252,784.83	.....	288,983.71	585,000.00	.065
✓ Dover & Winnepesaukee .....	480,000.00	.....	.....	.....	623.75	.....	623.75	.....	28,800.00	.06
✓ Eastern (in N. H.) .....	492,500.00	.....	2,707.21	2,707.21	785,327.99	.....	782,620.78	.....	22,162.50	.045
✓ Portsmouth & Dover .....	769,000.00	.....	621.00	621.00	4,123.75	.....	3,802.75	.....	46,140.00	.06
✓ Portsmouth, Gt. Falls & Conway .....	1,150,300.00	1,000,000.00	1,518.75	1,001,518.75	2,286.43	999,292.32	.....	45,000.00	.....	.....
✓ West Amesbury Branch .....	57,000.00	57,000.00	150.00	57,150.00	823.22	56,926.78	.....	3,980.00	1,140.00	.02

## RAILROAD COMMISSIONERS' REPORT.

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✓ Wolfeborough .....	385,500.00	.....	36.00	36.00	96.00	.....	.....	.....	23,130.00 .06
✓ Worcester, Nashua & Rochester ..	3,060,800.00	1,662,000.00	67,547.50	1,729,547.50	115,474.58	1,614,072.92	.....	82,991.04	91,869.00 .03
✓ Cheshire .....	2,153,300.00	800,000.00	50,996.00	850,996.00	389,963.51	468,933.49	.....	48,000.00	105,000.00 .05
✓ Monadnock .....	205,400.00	52,000.00	2.00	59,002.00	2,570.07	49,431.93	.....	2,838.75	.....
✓ Concord .....	1,500,000.00	.....	339,150.87	339,150.87	254,485.01	84,665.86	.....	.....	150,000.00 .10
✓ Concord & Portsmouth .....	350,000.00	.....	.....	.....	1,984.35	.....	1,984.35	.....	24,500.00 .07
✓ Manchester & Lawrence .....	1,000,000.00	.....	7,274.50	7,274.50	106,798.76	.....	99,525.26	.....	100,000.00 .10
✓ Manchester & North Weare .....	200,000.00	.....	.....	.....	.....	.....	.....	.....	.....
✓ Nashua, Acton & Boston .....	500,000.00	500,000.00	462,482.90	982,482.90	6,257.41	956,225.49	.....	30,225.51	.....
✓ Suncook Valley .....	341,700.00	.....	.....	.....	2,327.49	.....	2,327.49	.....	14,400.00 .06
✓ Fitchburg .....	5,288,600.00	5,140,600.00	1,857,051.20	6,997,651.20	2,968,423.42	4,029,227.78	.....	260,763.00	264,330.00 .05
✓ Mount Washington .....	129,500.00	.....	10,000.00	10,000.00	15,732.60	.....	5,732.60	600.00	12,950.00 .10
✓ Portland & Rochester .....	591,337.19	.....	.....	.....	69,032.09	.....	69,032.09	.....	29,516.97 .05
✓ Portland & Ogdensburg .....	1,052,185.55	.....	.....	.....	.....	.....	.....	.....	.....
✓ Profile & Franconia Notch .....	200,000.00	.....	.....	.....	2,292.94	.....	2,292.94	.....	8,000.00 .04
✓ Sullivan County .....	500,000.00	.....	177,101.44	177,101.44	118.98	176,982.51	.....	19,810.17	40,000.00 .08
✓ Whitefield & Jefferson .....	170,000.00	.....	.....	.....	1,900.51	.....	1,900.51	.....	10,200.00 .06
Totals .....	\$45,691,742.74	\$25,075,100.00	\$8,361,882.10	\$33,336,982.10	\$12,632,961.91	\$21,671,316.74	\$1,157,268.55	\$1,785,205.34	\$2,206,903.47

## MILEAGE AND COST OF

RAILROADS.	Main line of road.	Same in New Hampshire.	Double track.	Same in New Hampshire.	Branches owned.	Same in New Hampshire.	Double track on branches.
Ashuelot.....	24.00	23.21	.....	.....	.....	.....	.....
Atlantic & St. Lawrence.....	149.37	52.02	.....	.....	.....	.....	.....
Boston & Lowell.....	26.75	.....	26.75	.....	71.34	.....	15.45
Boston, Con. & Montreal.....	145.88	145.88	.....	.....	20.39	20.39	.....
Concord & Claremont (N.H.).....	58.00	58.00	.....	.....	14.90	14.90	.....
Manchester & Keene.....	22.59	22.59	.....	.....	.....	.....	.....
Nashua & Lowell.....	14.50	5.25	14.50	5.25	.....	.....	.....
Northern.....	68.50	68.50	.....	.....	13.41	13.41	.....
Pemigewasset Valley.....	20.05	20.05	.....	.....	.....	.....	.....
Peterborough.....	10.50	10.50	.....	.....	.....	.....	.....
Peterboro' & Hillsborough.....	18.50	18.50	.....	.....	.....	.....	.....
Wilton.....	15.50	15.50	.....	.....	.....	.....	.....
Boston & Maine.....	115.50	34.75	70.96	14.89	8.50	2.75	1.00
Dover & Winnepesaukee.....	29.00	29.00	.....	.....	.....	.....	.....
Eastern (in N. H.).....	16.08	16.08	5.94	5.94	.....	.....	.....
Portsmouth & Dover.....	10.88	10.88	.....	.....	.....	.....	.....
Port., Gt. Falls & Conway.....	73.86	68.94	.....	.....	.....	.....	.....
West Amesbury Branch.....	4.45	2.32	.....	.....	.....	.....	.....
Wolfeborough.....	13.08	12.03	.....	.....	.....	.....	.....
Worc., Nash. & Rochester.....	94.48	55.02	18.15	.....	.....	.....	.....
Cheshire.....	58.62	42.81	.....	.....	.....	.....	.....
Monadnock.....	15.80	13.76	.....	.....	.....	.....	.....
Concord.....	34.53	34.53	34.53	34.53	2.50	2.50	.....
Concord & Portsmouth.....	40.50	40.50	.....	.....	7.00	7.00	.....
Manchester & Lawrence.....	22.39	22.39	.....	.....	.....	.....	.....
Manchester & No. Weare.....	19.00	19.00	.....	.....	.....	.....	.....
Nashua, Acton & Boston.....	20.21	4.75	.....	.....	.....	.....	.....
Suncook Valley.....	17.37	17.37	.....	.....	.....	.....	.....
Fitchburg.....	50.00	.....	50.00	.....	83.57	9.37	.68
Mount Washington.....	3.33	3.33	.....	.....	.....	.....	.....
Portland & Rochester.....	52.50	3.50	.....	.....	.....	.....	.....
Portland & Ogdensburg.....	91.35	40.54	.....	.....	.....	.....	.....
Profile & Franconia Notch.....	13.33	13.33	.....	.....	.....	.....	.....
Sullivan County.....	26.00	25.81	5.42	5.42	.....	.....	.....
Whitefield & Jefferson .....	10.68	10.68	.....	.....	2.68	2.68	.....
	1,406.03	968.32	226.23	66.08	224.29	73.00	17.13



## ROADS AND EQUIPMENT.

Sidings and other tracks.	Same in New Hampshire.	Total length computed as single track.	Same in New Hampshire.	Other roads operated.	Same in New Hampshire.	Total road operated.	Same in New Hampshire.	Cost of road and equip-ment.
3.79	3.48	27.79	26.69	.....	.....	24.00	23.21	\$237,856.25
32.75	9.45	182.12	61.47	.....	.....	149.37	52.02	2,960,916.00
54.61	.....	194.90	.....	619.15	421.05	717.24	421.05	7,839,582.21
17.20	17.20	183.47	183.47	.....	.....	.....	.....	4,926,850.87
7.75	7.75	78.65	78.65	.....	.....	.....	.....	1,131,206.38
3.00	3.00	32.59	32.59	.....	.....	.....	.....	182,436.00
6.08	1.95	35.08	12.45	.....	.....	.....	.....	909,535.02
16.50	16.50	99.41	99.41	.....	.....	.....	.....	3,068,400.00
.37	.37	20.42	20.42	.....	.....	.....	.....	502,999.75
1.00	1.00	11.50	11.50	.....	.....	.....	.....	588,950.00
1.44	1.44	19.94	19.94	.....	.....	.....	.....	209,298.44
2.24	2.24	17.74	17.74	.....	.....	.....	.....	242,600.00
94.22	20.01	290.18	72.40	462.40	195.20	583.65	232.70	10,929,117.63
3.72	3.72	32.72	32.72	.....	.....	.....	.....	480,000.00
10.51	10.51	32.53	32.53	.....	.....	.....	.....	780,535.38
2.00	2.00	12.88	12.88	.....	.....	.....	.....	768,400.00
10.14	8.58	83.00	78.52	.....	.....	.....	.....	2,150,300.00
.49	.38	4.94	2.70	.....	.....	.....	.....	114,000.00
.80	.80	12.83	12.83	.....	.....	.....	.....	385,500.00
20.10	7.60	132.71	62.62	.....	.....	.....	.....	4,553,921.02
17.01	13.84	70.63	56.65	15.80	13.76	69.42	56.57	2,717,535.26
.70	.70	16.50	14.46	.....	.....	.....	.....	367,701.26
37.54	37.54	109.10	109.10	104.08	89.62	141.11	125.65	1,500,000.00
8.58	8.58	56.08	56.08	.....	.....	.....	.....	350,000.00
3.38	2.52	25.77	24.91	3.75	.....	26.14	22.39	1,000,000.00
1.63	1.63	20.63	20.63	.....	.....	.....	.....	200,000.00
2.00	1.00	22.21	5.75	.....	.....	.....	.....	1,057,031.20
1.80	1.80	19.17	19.17	.....	.....	.....	.....	348,199.19
83.07	1.41	267.32	10.78	95.80	.....	229.37	9.37	8,354,453.90
.....	.....	3.33	3.33	.....	.....	3.33	3.33	139,500.00
9.76	.79	62.26	4.29	.....	.....	52.50	3.50	591,357.19
21.00	8.00	112.35	48.54	.....	.....	91.35	40.54	4,425,504.92
.....	.....	13.33	13.33	.....	.....	13.33	13.33	216,017.02
4.49	4.49	35.91	35.72	.....	.....	26.00	25.81	701,223.38
2.66	2.66	16.02	16.02	.....	.....	13.36	13.36	189,504.39
482.33	202.94	2,356.01	1,310.29	1,300.98	719.63	2,140.17	1,042.83	\$65,120,232.64

## RECEIPTS AND EXPENSES FOR THE YEAR ENDING SEPTEMBER 30, 1886.

RAILROADS.	Receipts from passenger department.	Receipts from freight department.	Rents for road.	Income from other sources.	Total income.	Expenses and taxes.	Net income.	Rents paid.
Ashuelot.....	.....	.....	\$18,863.06	\$2,743.68	\$21,606.76	\$3,873.84	\$18,732.92	.....
Atlantic & St. Lawrence.....	.....	.....	480,684.80	.....	480,684.80	.....	480,684.80	.....
Boston & Lowell.....	\$1,990,090.33	\$2,500,123.44	.....	188,173.77	4,622,388.54	3,354,645.94	1,273,740.70	\$718,668.96
Boston, Concord & Montreal.....	.....	.....	297,500.00	8,603.33	306,103.33	16,435.75	289,667.58	30,204.00
Concord & Claremont.....	.....	.....	35,000.00	.....	35,000.00	.....	35,000.00	.....
Manchester & Keene.....	.....	.....	.....	.....	.....	.....	.....	.....
Nashua & Lowell.....	.....	.....	65,000.00	18,514.79	83,514.79	5,603.39	77,911.40	.....
Northern.....	.....	.....	183,420.00	54,254.32	237,674.32	10,785.15	196,889.17	.....
Pemigewasset Valley.....	.....	.....	30,504.00	.....	30,504.00	168.90	30,335.10	.....
Peterborough.....	.....	.....	35,813.54	.....	35,813.54	298.94	35,514.60	.....
Peterborough & Hillsborough.....	.....	.....	.....	.....	.....	.....	.....	.....
Wilton.....	.....	.....	16,850.00	.....	16,850.00	12.25	16,837.75	.....
Boston & Maine.....	4,324,116.31	2,929,763.07	22,408.79	267,405.13	7,543,693.30	4,767,289.84	2,776,393.46	1,786,457.75
Dover & Winnepesaukee.....	.....	.....	29,000.00	1,383.35	30,383.35	388.13	30,005.22	.....
Eastern (New Hampshire).....	.....	.....	22,500.00	113.50	22,613.50	468.50	22,147.00	.....
Portsmouth & Dover.....	.....	.....	46,140.00	.....	46,140.00	.....	46,140.00	.....

Portsmouth, Gt. Falls & Conway .....	45,068.32	69.32	45,068.32	.....	45,068.32	.....
West Amesbury Branch .....	5,700.00	.....	5,700.00	588.65	5,111.35	.....
Wolfeborough .....	23,130.00	.....	23,130.00	.....	23,130.00	.....
Worcester, Nashua & Rochester .....	369,042.36	12,708.52	369,042.36	104,528.59	264,513.77	.....
Cheshire .....	690,824.62	33,430.37	690,824.62	417,401.76	243,422.86	63,750.00
Monadnock .....	12,750.00	.....	12,750.00	62.00	12,688.00	.....
Concord .....	1,119,694.72	10,670.76	1,119,694.72	845,523.04	274,171.68	121,692.25
Concord & Portsmouth .....	25,000.00	.....	25,000.00	355.25	24,644.75	.....
Manchester & Lawrence .....	175,262.33	3,574.40	175,262.33	60,301.30	114,961.03	11,000.00
Manchester & North Weare .....	34,488.81	.....	34,488.81	28,491.92	5,996.89	.....
Nashua, Acton & Boston .....	5,500.00	.....	5,500.00	.....	5,500.00	.....
Suncook Valley .....	14,700.00	.....	14,700.00	288.12	14,411.88	.....
Fitchburg .....	3,390,542.48	86,135.37	3,390,542.48	2,559,664.99	839,877.49	254,480.00
Mount Washington .....	31,302.17	533.58	31,302.17	14,580.14	16,622.03	.....
Portland & Rochester .....	191,503.06	1,125.79	191,503.06	148,906.03	42,594.03	.....
Portland & Ogdensburg .....	393,591.62	32,215.22	393,591.62	239,594.12	153,997.40	.....
Profile & Franconia .....	20,643.14	2.42	20,643.14	10,351.82	10,291.32	.....
Sullivan County .....	281,462.32	270.00	281,462.32	169,790.14	61,672.18	3,600.00
Whitefield & Jefferson .....	33,109.11	1,539.33	33,109.11	27,345.31	5,763.80	.....
	\$20,281,291.19	\$673,475.85	\$20,281,291.19	\$12,766,720.71	\$7,494,570.48	\$2,991,692.86
	\$1,676,169.15	\$1,676,169.15	\$1,676,169.15			
	\$9,291,533.56		\$9,291,533.56			
	\$3,640,119.63		\$3,640,119.63			

**NUMBER OF STOCKHOLDERS AND AMOUNT OF STOCK  
HELD IN NEW HAMPSHIRE FOR THE YEAR ENDING  
SEPTEMBER 30, 1886.**

RAILROADS.	Total num- ber of stock- holders.	Number of stock- holders in N. H.	Stock held in New Hamp- shire.
Ashuelot .....	29	4	\$69,100.00
Atlantic & St. Lawrence .....			
Boston & Lowell .....	1,451	86	207,500.00
Boston, Concord & Montreal .....	1,791	1,230	1,187,400.00
Concord & Claremont .....	11	10	12,400.00
Manchester & Keene .....			
Nashua & Lowell .....	421	190	248,400.00
Northern .....	2,235	1,079	844,000.00
Pemigewasset Valley .....	173	128	348,700.00
Peterborough .....	285	267	275,300.00
Peterborough & Hillsborough .....	2		
Wilton .....	259	238	228,000.00
Boston & Maine .....	4,088	1,171	1,888,400.00
Dover & Winnepesaukee .....	137	107	224,200.00
Eastern .....	403	218	300,800.00
Portsmouth & Dover .....	159	149	751,500.00
Portsmouth, Great Falls & Conway ..	440	85	127,000.00
West Amesbury Branch .....	31	2	700.00
Wolfeborough .....	84	66	27,300.00
Worcester, Nashua & Rochester .....	818	205	339,500.00
Cheshire .....	452	44	387,200.00
Monadnock .....	4	3	108,000.00
Concord .....	1,379	818	1,194,500.00
Concord & Portsmouth .....	231	201	321,300.00
Manchester & Lawrence .....	675	416	626,300.00
Manchester & North Weare .....			
Nashua, Acton & Boston .....	183	104	
Suncook Valley .....	135	133	233,500.00
Fitchburg .....	3,064	233	249,800.00
Mount Washington .....	30	21	80,000.00
Portland & Rochester .....	96	3	1,100.00
Portland & Ogdensburg .....			
Profile & Franconia Notch .....	63	48	153,000.00
Sullivan County .....	9		
Whitefield & Jefferson .....	11	6	53,200.00
	19,004	7,264	\$9,930,200.00

## AVERAGE FARES.

Below we give the average rate of fare per mile, not including season tickets for local passengers, on ten railroads; also the average rate of fare per mile received from passengers to and from other roads, the average rate of fare per mile for season-ticket passengers, and the average rate of fare per mile received from all passengers.

RAILROAD.	Average rate of fare per mile for local passengers.	Average rate of fare per mile from passengers to and from other roads.	Average rate of fare per mile for season-ticket passengers.*	Average rate of fare per mile from all passengers.
Atlantic & St. Lawrence .	3.61 cts.	2.33 cts.	1.25 cts.	2.93 cts.
Boston & Lowell . . . .	2.21	2.23	.65	2.06
Boston & Maine . . . .	2.14	1.69	.73	1.80
Cheshire . . . . .	3.50	3.20	1.50	3.10
Concord . . . . .	2.80	1.72	.50	2.38
Manchester & Lawrence .	3.04	1.90	1.35	2.77
Fitchburg . . . . .	1.73	1.76	.66	1.75
Portland & Rochester . .	.....	3.50	1.00	2.50
Sullivan County . . . .	3.00	2.63	.16	2.32
Whitefield & Jefferson . .	3.75	6.12	.....	5.00

\* Reckoning twelve passengers per week for time of each season ticket.

## AVERAGE FREIGHTS.

Below we give the average rate of local freight per ton per mile, as per tariff rates, on nine railroads; also the average rate of freight per ton per mile received from freight to and from other roads, and the average rate of freight per ton per mile received from all freight.

RAILROAD.	Average rate of local freight per ton per mile.	Average rate of freight per ton per mile received from freight to and from other roads.	Average rate per ton per mile received from all freight.
Atlantic & St. Lawrence .	1.62 cts.	.59 cts.	.70 cts.
Boston & Lowell . . . .	2.76	1.20	1.67
Boston & Maine . . . .	2.78	1.56	2.27
Cheshire . . . . .	5.00	1.19	1.24
Concord . . . . .	3.12	1.00	1.74
Manchester & Lawrence .	3.58	.39	2.98
Fitchburg . . . . .	2.53	.81	1.07
Sullivan County . . . .	6.32	.88	.091
Whitefield & Jefferson . .	11.33	17.25	11.50

## RECEIPTS AND EXPENSES.

The following aggregates and percentages are those of all the roads making returns to this Board.

Year.	Gross Income.	Increase or Decrease.	Per cent.
1883	\$14,181,292.01	.....	.....
1884	13,932,563.62	— \$248,728.39	1.75
1885	17,989,140.10	+ 4,056,576.48	29.12
1886	20,281,291.19	+ 2,292,151.09	12.75

The increase of the year 1886 over the year 1883 is \$6,099,999.18, or 43.01 per cent.

Year.	Expenses, Taxes, and Rents paid.	Increase or Decrease.	Per cent.
1883	\$10,965,952.84	.....	.....
1884	10,679,057.41	— \$286,895.43	2.60
1885	14,225,966.04	+ 3,546,908.63	33.21
1886	15,778,383.57	+ 1,552,417.53	10.91

The increase of the year 1886 over the year 1883 is \$4,812,430.73, or 43.88 per cent.

Year.	Net Income.	Increase or Decrease.	Per cent.
1883	\$3,215,339.17	.....	.....
1884	3,253,506.21	+ \$38,167.04	1.19
1885	3,763,174.06	+ 509,667.85	15.66
1886	4,502,907.62	+ 739,733.56	19.66

The increase of the year 1886 over the year 1883 is \$1,287,568.45, or 40.04 per cent.

Year.	Gross Income.	Expenses, Taxes, and Rents paid.	Per cent of Expense to Gross Income.
1883	\$14,181,292.01	\$10,965,952.84	77.33
1884	13,932,563.62	10,679,057.41	76.65
1885	17,989,140.10	14,225,966.04	79.09
1886	20,281,291.19	15,778,383.57	77.80
4 years.	\$66,384,286.92	\$51,649,359.86	77.80

## STATEMENT OF ACCIDENTS REPORTED IN NEW HAMPSHIRE FOR YEAR ENDING SEPT. 30, 1886.

RAILROADS.	Name of person.	Occupation.	Cause of Accident.	Date.	Character of Injury.	Place.
Atlantic & St. Lawrence	G. W. Evans	Yardman	Coupling, finger injured	Nov. 20, 1885	Injured	Gorham.
"	J. H. Barrett	Brakeman	" " shoulder injured	Dec. 10, 1885	"	"
"	C. F. Haytlen	"	" " finger injured	Feb. 3, 1886	"	"
"	A. Baldwin	Trespasser	Struck by engine seriously injured	March 5, 1886	Seriously inj'd	N. Stratford.
"	M. Caran	Brakeman	Coupling, finger injured	May 7, 1886	Injured	"
"	Louis Ledaite	Trespasser	Struck by truck badly injured	Sept. 13, 1886	Badly injured.	Gorham.
Boston & Lowell	James Davis	"	Found beside track near Warren station fatally injured, supposed he attempted to get on to moving freight car, fell under wheels	Oct. 5, 1885	Killed	Warren stat'n
"	Lucius Groves	Engineer	Collision between passenger and freight trains	Oct. 18, 1885	Killed	Mr. And'y Cen
"	John P. Emerson	"	Collision between passenger and freight trains	"	"	"
"	E. F. Harvey	Frt. brakem.	Collision between passenger and freight trains	"	"	"
"	Oscar G. Leighton	Fireman	Collision between passenger and freight trains	"	Injured	"
"	Frank C. Wells	"	Collision between passenger and freight trains	"	"	"
"	Wm. W. Stone	Exp. Mess'r.	Collision between passenger and freight trains	"	"	"
"	Frank M. Stevens	Postal clerk	Collision between passenger and freight trains	"	"	"
"	William Turner	Bag'e Mast'r	Collision between passenger and freight trains	"	"	"
"	W. G. Bruley	Employé	Struck by cars while making up train	"	"	"
"	W. W. Dearborn	Engineer	Supposed to have been caught between engine and tender of a derailed locomotive	Nov. 4, 1885	Slightly inj'd	W. Lebanon.
"	James Landers	Employé	Fell from freight car	Nov. 5, 1885	Fatally inj'd	Plymouth.
"	A. H. Wheeler	14 years old.	Driving across track, struck by passenger train	Nov. 5, 1885	Sprain'd ankle	Orange Sum.
"	F. C. Coates	Employé	Fingers injured coupling cars	Dec. 14, 1885	Fatally inj'd	Milford.
"	H. H. Edwards	"	Deraulment of train	Dec. 15, 1885	Injured	E. Lebanon.
"	"	"	"	Jan. 12, 1886	"	Tilton.



Boston & Lowell.....	Mr. Landre.....	Crawled under passenger car.....	Jan. 14, 1896	Instantly killed when train started (suicide).....	Nashua.
"	James Staples....	Jumped from passenger car (not a passenger).....	Feb. 1, 1896	Fatally injured.	nr. E. Andov'r
"	Mr. Webster.....	Walking on track, struck by locomotive (intoxicated).....	Feb. 6, 1896	Not seriously injured.	Tilton.
"	Jas. E. Sheehan....	Arm crushed, coupling cars.....	Feb. 10, 1896	Injured.....	Concord.
"	Joseph Prohins....	(Intoxicated) Attempting to board passenger train, fell, and foot crushed by wheels.....	Feb. 1896	Foot crushed.	Hillsboro' Br.
"	Wallace Smith.....	Walking on track, run over by train	Feb. 20, 1896	Lost a leg.....	nr. Wilton.
"	J. S. Greeley.....	Injured by fall of door from freight car.....	March 8, 1896	Injured.....	Franklin.
"	Henry Williams....	Walking on track, struck by locomotive (intoxicated).....	May 6, 1896	Instantly killed	Lisbon.
"	Geo. W. Rayson....	Fell from freight car.....	June 25, 1896	Fatally injured	Marlboro'.
"	B. D. Brown.....	Hand injured, coupling engine to train.....	July 23, 1896	Hand injured.	W. Lebanon.
"	John Aldrich.....	Fell from moving train.....	Aug. 11, 1896	Fatally injured near Summit.	Warren.
"	Jessie Colby.....	Attempting to cross track in a car. riage about a mile north of Hillsborough Bridge.....	Aug. 21, 1896	Killed.....	Hillsboro' Br.
"	Nora Colby.....	Attempting to cross track in a car. riage about a mile north of Hillsborough Bridge.....	"	Injured.....	"
"	Blanche Colby....	Attempting to cross track in a car. riage about a mile north of Hillsborough Bridge.....	"	"	"
"	Nellie Flanders....	Attempting to cross track in a car. riage about a mile north of Hillsborough Bridge.....	"	"	"
"	Geo. O. Robinson	Attempting to board a moving train, thrown under wheels.....	Aug. 23, 1896	Lost a leg.....	E. Concord.
"	Charles Evans.....	Injury to hand, coupling cars.....	Aug. 30, 1896	Hand injured.	Concord.
"	W. C. Walker.....	Injured, caught between freight car and switch frame.....	Sept. 3, 1896	Injured.....	"
"	Wm. M. Ordway....	Fell from roof of bridge.....	Sept. 10, 1896	Instantly killed	Claremont.
"	Wallace Glines....	Walking on track, struck by train (intoxicated).....	Sept. 14, 1896	Killed.....	nr. E. Tilton.
"	Thomas Higgins....	Injured, uncoupling freight cars....	Sept. 23, 1896	Injured.....	Penacook.
Boston & Maine.....	John Hamil.....	Trespasser. Suppose struck by night freight.....	Nov. 19, 1896	Killed.....	Pownow Riv.

STATEMENT OF ACCIDENTS REPORTED IN NEW HAMPSHIRE FOR YEAR ENDING SEPT. 30, 1886.—*Con.*

RAILROADS.	Name of Person.	Occupation.	Cause of Accident.	Date.	Character of Injury.	Place.
Boston & Maine.....	J. E. Littlefield...	Brakeman..	Hand crushed coupling cars.....	Dec. 1, 1885	Hand crushed	Greenland.
"	James C. White...	Employé...	Coupling cars, caught his foot in a frog.....	Dec. 2, 1885	Killed.....	nr. Portsmouth.
"	James Rollins.....	Passenger..	Fell under the wheels, attempted to get upon a moving train.....	Dec. 7, 1885	L't foot cut off	E. Kingston.
"	C. Champion.....	Sec.-forem'n	Fell on the track when attempting getting out the way of moving freight.....	Jan. 22, 1886	Cut off his leg	Milton.
"	E. M. Hazeltine..	Brakeman..	Fell under a moving train.....	Feb. 7, 1886	Foot badly jammed	nr. Hampton.
"	Calvin S. Haines..	"	Struck by a timber falling from a car	Feb. 9, 1886	Arm fractur'd	Ossipee Cent.
"	A. L. Whitney....	"	Fell from top of moving freight, run over.....	Feb. 17, 1886	Died.....	nr. N. Wakefield
"	Stephen E. Jones	Employé....	Coupling cars, slipped, broke one leg.....	Feb. 19, 1886	Broken leg	Portsmouth.
"	James Clark.....	Trespasser.	Ran over and killed by an engine, lying upon track leading to engine-house.....	July 8, 1886	Killed.....	"
"	John Brown.....	"	Occupants of a buggy, reported to being intoxicated, attempted to cross track in advance of train, were struck, woman killed, man seriously bruised.....	July 28, 1886	Sev'ly bruised	Union.
"	Mrs. A. Walker....	"	Jumped from train after it started, and fell.....	Aug. 23, 1886	Severe injury's about head..	Dover.
"	E. F. Nute.....	Passenger..	On the track, both legs cut off by engine on way to engine-house...	Aug. 27, 1886	Both legs cut off	Portsmouth.
"	Timothy Sullivan	Trespasser.	Injured coupling cars.....	Nov. 6, 1885	Not seriously injured.....	Hampstead.
Worce., Nashua & Rech.	Patrick Keating..	Fr't cond'r..	Killed at Abbeystead crossing, falling in front of switch engine, cars and engine passing over his body	Nov. 29, 1885	Killed.....	Nashua.
Cheshire.....	James Coffey.....	"	Jumped from moving passenger train, died from injuries.....	May 14, 1886	Died.....	Keene.
"	Mrs. F. McCarty..	"	Fell from moving freight train.....	May 27, 1886	Lost one foot.	Marlboro'.
"	E. A. Fuller.....	Employé....				

Cheshire.....	E. N. Spaulding...	Attempting to get on a moving passenger train, arm broken.....	June 24, 1888	Arm broken..	Keene.
Concord.....	Henry Buzzell...	Found dead beside track, probably struck by night freight train.....	Dec. 23, 1888	Killed.....	near Auburn.
" .....	Bridget Hoban...	Jumped from passenger train, fatally injured.....	Dec. 29, 1888	Fatally inj'd.	Manches, dep.
" .....	A. A. Huntress...	Fell between cars, fatally injured.....	May 4, 1888	"	nr. N. M't Jc.
" .....	Unknown man...	Walking on track below Manchester station, was struck by passenger train, instantly killed.....	Sept. 10, 1888	Instantly killed	Manchester.
Portland & Ogdensburg	Albert Billings...	Struck by piece of bridge iron.....	April 11, 1888	Ankle broken	Bartlett.
" .....	Geo. Harmon.....	Fell from car near Cook's Cut, in Conway.....	Aug. 4, 1888	Neck broken.	Conway.
Sullivan County.....	Geo. Provost.....	Trespasser. 25 years of age; caught on to No. 5 freight train while passing Bel- lows Falls station, about half way between Bellows Falls bridge and No. Walpole, either fell or jumped off, breaking an arm and a leg; arm was afterwards amputated.....	Jan. 5, 1888		
" .....	Thomas Flynn.....	Employee.... Gravel train; jumped from moving train while going into gravel pit between Springfield station and No. Charlestown, falling under the cars; cut off an arm, broke one leg, crushed his back. He died 4 o'clock P. M. same day.....			

## INTERSTATE COMMERCE COMMISSIONERS.

The President has selected as members of the Interstate Commerce Commission the following gentlemen :

Thomas M. Cooley, of Michigan, for the term of six years.  
 William R. Morrison, of Illinois, for the term of five years.  
 Augustus Schoonmaker, of New York, for the term of four years.  
 Aldace F. Walker, of Vermont, for the term of three years.  
 Walter L. Bragg, of Alabama, for the term of two years.

The office of the board is at Washington, D. C.

## STATE RAILROAD COMMISSIONERS.

STATE.	Established.	NAME AND POSITION.	Location of office.	Salary.
Alabama.....	1881	Henry R. Shorter, president.....	Montgomery.	\$3,500
		Levi W. Lawler, commissioner.....	do	3,000
		W. C. Tunstall, commissioner.....	do	3,000
		J. K. Jackson, clerk.....	do	1,500
California.....	1876	G. J. Carpenter, president.....	San Francisco.	4,000
		W. P. Humphreys, commissioner.....	do	4,000
		W. W. Foote, commissioner.....	do	4,000
		W. B. Andrus, secretary.....	do	2,400
Colorado.....	1885	W. B. Felker, commissioner.....	Denver.	3,600
		H. Felker, secretary.....	do	1,800
Connecticut.....	1853	George M. Woodruff, chairman.....	Hartford.	3,000
		John W. Bacon, commissioner.....	do	3,000
		William H. Hayward, commissioner.....	do	3,000
		George T. Utley, secretary.....	do	1,800
Dakota.....	1885	William M. Evans, chairman.....	Fargo.	2,000
		Alexander Grigge, commissioner.....	do	2,000
		W. H. McVay, commissioner.....	do	2,000
		Isaac E. West, secretary.....	do	1,500
Georgia.....	1879	Campbell Wallace, chairman.....	Atlanta.	2,500
		Leander M. Trammell, commissioner.....	do	2,500
		I. C. Erwin, commissioner.....	do	2,500
		A. C. Briscoe, secretary.....	do	1,200
Illinois.....	1871	John I. Rinsaker, chairman.....	Springfield.	3,500
		B. F. Marsh, commissioner.....	do	3,500
		William T. Johnson, commissioner.....	do	3,500
		N. D. Munson, secretary.....	do	1,500
Iowa.....	1878	Peter A. Dey, chairman.....	Des Moines.	3,000
		James W. McDill, commissioner.....	do	3,000
		L. S. Coffin, commissioner.....	do	3,000
		E. G. Morgan, secretary.....	do	1,500
Kansas.....	1883	James Humphrey, chairman.....	Topeka.	3,000
		L. L. Turner, commissioner.....	do	3,000
		Almerin Gillett, commissioner.....	do	3,000
		E. J. Turner, secretary.....	do	1,500
Kentucky.....	1880	J. P. Thompson, chairman.....	Frankfort.	2,000
		A. R. Boone, commissioner.....	do	2,000
		John D. Young, commissioner.....	do	2,000
		Clarence Egbert, secretary.....	do	300
Maine.....	1868	A. W. Wildes, chairman.....	Augusta.	per diem.
		John F. Anderson, commissioner.....	do	per diem.
		D. N. Mortland, commissioner.....	do	per diem.

STATE RAILROAD COMMISSIONERS. — *Concluded.*

STATE.	Established.	NAME AND POSITION.	Location of office.	Salary.
Massachusetts ..	1869	George G. Crocker, chairman.....	Boston.	\$4,000
		Edward W. Kingsley, commissioner.	do	3,500
		Everett A. Stevens, commissioner...	do	3,500
		William A. Crafts, clerk.....	do	2,000
Michigan .....	1873	William McPherson, Jr., commiss'ner	Lansing.	2,500
		Wyllis C. Ransom, deputy .....	do	1,500
Minnesota .....	1874	J. H. Baker, chairman .....	Saint Paul.	3,000
		B. S. Murdock, commissioner.....	do	3,000
		George L. Becker, commissioner.....	do	3,000
		E. S. Warner, secretary.....	do	1,500
Mississippi .....	1884	John M. Stone, chairman.....	Jackson.	2,500
		W. B. Augustus, commissioner .....	do	2,500
		W. H. McWillie, commissioner.....	do	2,500
Missouri .....	1875	George C. Pratt, chairman .....	Jefferson City.	3,000
		James Harding, commissioner.....	do	3,000
		William G. Downing, commissioner.	do	3,000
		H. H. Gregg, secretary.....	do	1,500
Nebraska.....	1885	E. P. Roggen, secretary of state.....	Lincoln.	.....
		William Leese, attorney-general.....	do	.....
		H. A. Babcock, auditor.....	do	.....
		Charles H. Gere, secretary.....	do	2,000
		Charles Buschow, secretary.....	do	2,000
		Benjamin R. Cowdrey, secretary....	do	2,000
New Hampshire.	1883	H. M. Putney, chairman.....	Concord.	2,500
		E. B. S. Sanborn, commis'r and clerk	do	2,200
		E. J. Tenney, commissioner.....	do	2,000
New York .....	1882	John D. Kernan, chairman.....	Albany.	3,000
		William E. Rogers, commissioner....	do	3,000
		John O. O'Donnell, commissioner...	do	3,000
		William C. Hudson, secretary.....	do	3,000
Ohio .....	1867	W. S. Cappeller, commissioner.....	Columbus.	3,000
Rhode Island...	1872	Walter R. Stinnes, commissioner....	Providence.	500
South Carolina...	1878	M. L. Bonham, chairman .....	Columbia.	2,100
		E. P. Jervey, commissioner .....	do	2,100
		D. P. Duncan, commissioner.....	do	2,100
		M. T. Bartlett, secretary.....	do	1,200
Vermont .....	1886	Samuel E. Pingree, chairman.....	Montpelier.	per diem.
		T. C. Fletcher, commissioner.....	do	per diem.
		H. L. Clark, commissioner.....	do	per diem.
		A. E. Watson, clerk.....	do	per diem.
Virginia .....	1877	Horace G. Moffett, commissioner....	Richmond.	2,000
Wisconsin .....	1874	Nils P. Haugen, commissioner .....	Madison.	3,000
		James H. Foster, sec'y and deputy..	do	1,500

## RAILROAD TAXES.

The following is a statement showing the assessment of Railroad taxes for 1886, the amount distributed to the several cities and towns, and the balance accruing as revenue to the State :

CORPORATION.	Tax Assessed.	To Towns.	To State.
Ashuelot.....	\$1,927.65	\$951.79	\$975.86
Atlantic & St. Lawrence.....	6,468.10	1,617.02	4,851.08
Boston, Concord & Montreal.....	29,465.00	16,237.01	13,227.99
Boston & Maine <i>a</i> .....	20,106.11	7,626.49	<i>b</i> 12,479.62
Cheshire.....	15,644.14	5,553.71	10,090.43
Concord.....	28,407.81	22,621.13	<i>c</i> 5,786.68
Concord & Claremont.....	7,004.86	1,885.61	5,119.25
Concord & Portsmouth.....	5,598.35	5,154.38	<i>d</i> 443.97
Dover & Winnepesaukee.....	4,419.75	2,340.03	<i>e</i> 2,079.72
Eastern New Hampshire.....	4,061.49	2,783.59	<i>e</i> 1,267.90
Fitchburg.....	384.11	96.08	288.08
Manchester & Lawrence.....	17,635.49	12,500.47	<i>d</i> 5,135.02
Manchester & North Weare.....	942.88	238.22	<i>d</i> 704.66
Monadnock.....	1,167.24	711.06	456.18
Mount Washington.....	1,532.18	346.21	1,185.97
Nashua, Acton & Boston.....	235.72	68.93	<i>d</i> 176.79
Nashua & Lowell.....	4,355.85	1,867.76	2,488.09
Northern.....	23,412.96	10,308.93	13,104.03
Peterborough.....	523.98	217.59	306.39
Portland & Ogdensburg.....	2,946.50	788.18	2,160.32
Portland & Rochester.....	353.58	88.95	264.63
Portsmouth & Dover.....	1,178.60	1,091.82	<i>e</i> 86.78
Portsmouth, Great Falls & Conway.....	5,198.62	1,711.65	<i>e</i> 3,486.97
Sullivan.....	5,893.00	1,473.25	4,419.75
Suncook Valley.....	1,621.64	1,582.61	<i>d</i> 39.03
West Amesbury Branch.....	294.65	73.66	220.99
Wilton.....	2,946.50	2,797.65	148.85
Wolfeborough.....	532.50	155.12	<i>e</i> 377.38
Worcester, Nashua & Rochester....	13,934.46	4,114.65	<i>e</i> 9,819.81
	\$208,182.72	\$106,901.50	\$101,191.22

*a.* Less \$157.30 allowance for interest on abatement of tax of 1884, per decree of court.

*b.* Includes entire Boston & Maine system.

*c.* Includes entire Concord system.

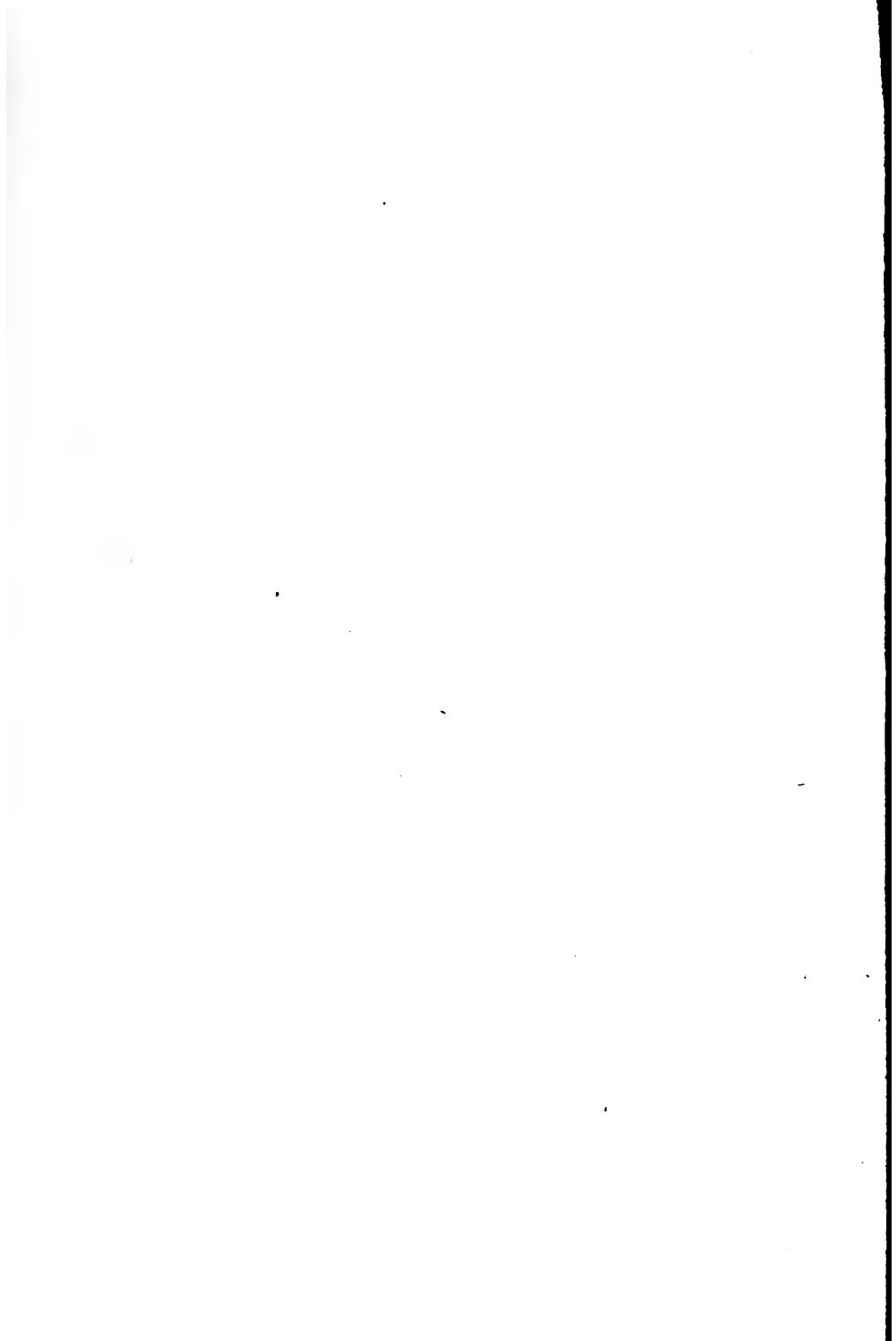
*d.* Included in Concord.

*e.* Included in Boston & Maine.

PART V.

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RAILROAD RETURNS.





# REPORT

## OF THE

### ASHUELOT RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

GENERAL EXHIBIT FOR THE YEAR.	
Total income . . . . .	\$21,606.76
Total expense (including taxes) . . . . .	2,879.84
Net income . . . . .	18,726.92
Interest accrued during year . . . . .	111.55
On unfunded debt . . . . . \$111.55	
Dividends declared (8 per cent) . . . . .	16,800.00
Balance for the year (surplus) . . . . .	1,815.37
Balance at commencement of year . . . . . \$37,875.74	
Balance at commencement of year as so changed . . . . .	37,875.74
Balance September 30, 1886 (surplus) . . . . .	39,691.11
ANALYSIS OF EARNINGS.	
Rents for use of road . . . . .	\$18,863.08
Income from all other sources, viz.: . . . . .	2,743.68
Interest on permanent improvements . . . . . \$2,193.68	
"    contingent fund . . . . . 550.00	
Total income from all sources . . . . .	\$21,606.76
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks . . . . .	\$550.00
Contingencies and miscellaneous . . . . .	60.00
Total operating expenses . . . . .	610.00
Taxes, state . . . . .	2,008.21
"    local . . . . .	261.63
Total operating expenses and taxes . . . . .	\$2,879.84
CONSTRUCTION ACCOUNT.	
Engine-houses, car-sheds, and turn-tables . . . . .	\$3,634.13

Total for construction . . . . .	\$3,634.13
Total charges to property accounts . . . .	3,634.13
Net addition to property account for the year .	3,634.13
<b>Balance-Sheet, September 30, 1886.</b>	
<b>ASSETS.</b>	
Cost of road . . . . .	\$237,856.25
Total permanent investments . . . . .	\$237,856.25
Due from agents and companies . . . . .	\$8,607.09
Sinking fund . . . . .	10,000.00
Total cash assets . . . . .	18,607.09
Total assets (as per books of the company) .	\$256,463.34
<b>LIABILITIES.</b>	
Capital stock . . . . .	\$210,000.00
Unfunded debt, viz.: . . . . .	6,772.23
Dividends unpaid . . . . .	\$4,200.00
Vouchers and accounts . . . . .	2,572.23
Profit and loss balance . . . . .	39,691.11
Total liabilities (as per books of the company)	\$256,463.34
<b>DESCRIPTION OF ROAD.</b>	
Main line of road from S. Vernon, Vt., to Keene, N. H.	24.0 miles.
“ “ in New Hampshire . . . . .	23.2142 “
“ “ in Vermont . . . . .	.71 mile.
“ “ in Massachusetts . . . . .	.0757 “
Total road belonging to this company . . . .	24.0 miles.
Sidings and other tracks not above enumerated .	3.7866 “
Same in New Hampshire . . . . .	3.4849 “
Total length of track, computed as single track	27.7866 “
Same in New Hampshire . . . . .	26.6991 “
Total length of steel rails in tracks, not including steel-top rails . . . . .	20.5227 “
[Weight per yard, 56 lbs.]	
<b>GENERAL INFORMATION.</b>	
<b>BRIDGES.</b>	
Number of trestle bridges of 25 feet length and up- wards* . . . . .	1

\* In New Hampshire, on miles of road owned.

Aggregate length of same for single track (75 feet)	
Number of spans of timber bridges of 25 feet and upwards *	5
Aggregate length of same for single track (1,230 feet)	
Number of crossings of highways at grade *	21
"                    "            over railroad .	1
"                    "            under " .	1
Number of highway bridges 18 feet above track .	1
CAPITAL STOCK.	
Capital stock authorized by charter .	\$500,000.00
"            authorized by votes of company	210,000.00
Capital stock issued (number of shares, 2,100); amount paid in .	\$210,000.00
Total amount paid in as per books of the company	210,000.00
Total number of stockholders . . . . .	29
Number of stockholders in New Hampshire .	4
Amount of stock held in New Hampshire	\$69,100.00

## NAMES AND RESIDENCES OF OFFICERS.

A. B. Harris, *President*, Springfield, Mass. W. G. McIntyre, *Auditor*, Springfield, Mass. J. Mulligan, *Superintendent*, Springfield, Mass. H. E. Howard, *General Freight Agent*, Springfield, Mass. E. C. Watson, *General Ticket Agent*, Springfield, Mass. E. F. Lane, *Treasurer*, Keene, N. H. F. F. Lane, *Clerk of Corporation*, Keene, N. H.

## NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

A. B. Harris, Springfield, Mass.; Oscar Edwards, Northampton, Mass.; J. Mulligan, Springfield, Mass.; E. F. Lane, Keene, N. H.; W. H. Haile, Springfield, Mass.; F. F. Lane, Keene, N. H.; George E. Frink, Springfield, Mass.

## PROPER ADDRESS OF THE COMPANY:

THE ASHUELOT RAILROAD COMPANY,  
SPRINGFIELD, HAMPDEN CO., MASS.

\* In New Hampshire, on miles of road owned.

A. B. HARRIS,  
*President.*  
OSCAR EDWARDS,  
*Director.*  
E. F. LANE,  
*Treasurer.*  
J. MULLIGAN,  
*Superintendent.*

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COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, ss. SPRINGFIELD, December 22, 1866. Then personally appeared A. B. Harris, Oscar Edwards, and J. Mulligan, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

GEO. E. FRINK, *Justice of the Peace.*

STATE OF NEW HAMPSHIRE.

CHESHIRE, ss. December 25, 1886. Then personally appeared Elisha F. Lane, above-named treasurer, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

F. F. LANE, *Justice of the Peace.*

# REPORT

## OF THE

### ATLANTIC & ST. LAWRENCE RAIL- ROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

GENERAL EXHIBIT FOR THE YEAR.	
Total income . . . . .	\$283,889.38
Total expense (including taxes) . . . . .	252,373.01
Net income . . . . .	31,516.37
Interest accrued during year:	
Proportion for New Hampshire of } rental paid by lessees as guaran- } teed interest on stock and bonds }	\$480,684.80
Balance for the year (debit) . . . . .	167,404.58
	135,888.21
ANALYSIS OF EARNINGS.	
From local passengers (all passengers starting from or stopping at any station on this road) *	\$32,203.49
From through passengers (to and from other roads over and beyond this road) . . . . .	23,250.25
From express and extra baggage . . . . .	4,004.48
mails . . . . .	6,265.80
Total earnings from passenger department . . . . .	65,724.02
From local freight (all freight starting from or stopping at any station on this road) *	
From through freight (to and from other roads over and beyond this road) . . . . .	55,894.54
Total earnings from freight department . . . . .	161,450.50
Total transportation earnings . . . . .	217,345.04
Income from all other sources, viz.: . . . . .	283,069.06
Sundry rents for use of company's property \$820.32	820.32
Total income from all sources . . . . .	\$283,889.38
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks . . . . .	\$4,239.87
Legal expenses . . . . .	1,340.50

\*Including passengers and freight to and from other roads starting from or stopping at stations on this road.

Insurance . . . . .	\$2,411.58
Stationery and printing . . . . .	198.76
Outside agencies and advertising . . . . .	3,165.20
Contingencies and miscellaneous . . . . .	1,025.73
Repairs of bridges (including culverts and cattle-guards) . . . . .	4,650.22
Repairs of buildings . . . . .	4,730.83
“ fences, road-crossings, and signs . . . . .	2,577.60
Renewal of ties . . . . .	5,076.00
[No. laid, 16,920.]	
Repairs of road-bed and track . . . . .	23,863.45
“ locomotives . . . . .	21,918.65
Fuel for locomotives . . . . .	35,750.93
Water supply . . . . .	1,631.33
Oil and waste . . . . .	1,587.45
Locomotive service * . . . . .	29,442.72
Repairs of passenger cars . . . . .	6,282.60
Passenger-train service * . . . . .	3,646.46
“ supplies . . . . .	933.13
Repairs of freight cars . . . . .	16,286.56
Freight-train service * . . . . .	11,807.22
“ supplies . . . . .	1,866.27
Mileage freight cars † . . . . .	5,730.40
Telegraph expenses . . . . .	5,495.40
Loss and damage, freight and baggage . . . . .	869.90
“ “ property and cattle . . . . .	1,083.38
Personal injuries . . . . .	651.97
Agents' and station service * . . . . .	39,590.09
Station supplies . . . . .	5,670.27
Total operating expenses . . . . .	\$245,524.47
Taxes, state . . . . .	6,823.83
“ local . . . . .	24.71
Total operating expenses and taxes . . . . .	\$252,373.01

### Balance-Sheet, September 30, 1886.

#### ASSETS.

Cost of road . . . . .	\$2,960,916.00
Total permanent investments . . . . .	\$2,960,916.00

#### LIABILITIES.

Capital stock, \$5,484,000 — prop'n for New Hamp.	\$1,913,916.00
Funded debt, 3,000,000 — “ “	1,047,000.00
Total liabilities (as per books of the company)	\$2,960,916.00

\* Salaries and Wages.

† Debit balances.

MILEAGE, TRAFFIC, ETC.	
Passenger-train mileage . . . . .	63,848
Freight-train mileage . . . . .	229,291
Total revenue train mileage . . . . .	293,139
Switching-train mileage, 65,170 — not treated as train miles . . . . .	
Other train mileage . . . . .	14,175
Total train mileage . . . . .	307,314
Number of season-ticket passengers * . . . . .	1,330
Number of local passengers (including season) . . . . .	52,765
Number of through passengers (to and from other roads going over and beyond this road) . . . . .	19,233
Total number of passengers carried . . . . .	73,328
Local passenger mileage (local passengers carried one mile) . . . . .	891,705
Through passenger mileage (through passengers carried one mile) . . . . .	1,000,116
Total passenger mileage . . . . .	1,891,821
Number tons local freight . . . . .	181,031
Number tons through freight (to and from other roads going over and beyond this road) . . . . .	528,576
Total number tons freight carried . . . . .	709,607
Local freight mileage (tons local freight carried one mile) . . . . .	3,454,863
Through freight mileage (tons through freight carried one mile) † . . . . .	27,485,952
Total freight mileage . . . . .	30,940,815
Average number of persons employed . . . . .	213
DESCRIPTION OF ROAD.	
Main line of road from Island Pond, Vt., to Portland, Me. . . . .	149.37 miles.
Main line of road in New Hampshire . . . . .	52.02 "
" " " Vermont . . . . .	14.80 "
" " " Maine . . . . .	82.55 "
Total road belonging to this company . . . . .	149.37 "
Sidings and other tracks not above enumerated . . . . .	32.75 "
Same in New Hampshire . . . . .	9.45 "
Total length of track, computed as single track . . . . .	182.12 "
Same in New Hampshire . . . . .	61.47 "
Total length of steel rails in tracks, not including steel-top rails . . . . .	149.37 "
[Weight per yard, 65 lbs.]	
Number of stations on all roads owned by this company . . . . .	31
Same in New Hampshire . . . . .	11

\* Reckoning twelve passengers per week for time of each season ticket.

† Carried to and from other roads.

## EQUIPMENT.

Equipment furnished by the lessees.

## LIST OF ACCIDENTS.

	From causes beyond their own control (in New Hampshire).		From their own misconduct or carelessness (in New Hampshire).		Total in New Hampshire.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....			1	1	.....	.....	1	1
Employés ..	1	15	.....	1	.....	4	1	16
Others.....		2	1	5	.....	2	1	7

## STATEMENT OF EACH ACCIDENT IN NEW HAMPSHIRE.

*November 20, 1885.* — Gorham, G. W. Evans, yardman, coupling, finger injured.

*December 10.* — Gorham, I. H. Barrett, brakeman, coupling, shoulders injured.

*February 3, 1886.* — Gorham, C. I. Hayden, brakeman, fingers injured, coupling.

*March 5.* — North Stratford, A. Baldwin, trespasser, struck by engine and seriously injured.

*May 7.* — North Stratford, M. Curran, brakeman, fingers injured, coupling.

*September 13.* — Gorham, Louis Leclair, trespasser, struck by train and badly injured.

## GENERAL INFORMATION.

Maximum weight of locomotives in working order .	35 tons.
Average " " " " .	32½ "
Maximum weight of tenders full of fuel and water	30 "
Average " " " " .	27½ "
Maximum weight of passenger cars . . .	35 "
Average " " " " . . .	27½ "



Average weight of mail and baggage cars . . .	20 tons.
“ “ of 8-wheel box freight cars . . .	11 “
“ “ of 8-wheel platform cars . . .	7½ “
Length of heaviest engine and tender, from center of forward truck-wheel of engine to center of rear wheel of tender . . .	41 feet 5 in.
Total length of heaviest engine and tender over all . . .	51 “ 4 in.
Number of locomotives equipped with train brake: all passenger engines . . .	
[Kind of brake, Westinghouse automatic.]	
Number of cars equipped with train brake: all passenger cars . . .	
[Kind of brake, Westinghouse automatic.]	
Number of passenger cars with Miller platform and buffer: all passenger cars . . .	

## BRIDGES.

Number of spans of iron bridges of 25 feet and upwards* . . .	20
Number of crossings of highways at grade* . . .	25
“ “ “ over railroad . . .	4
“ “ “ under “ . . .	1
“ of highway bridges less than 18 feet above track . . .	4
Number of crossings at which there are neither signals nor flagmen † . . .	25

## RATES OF FARE, ETC.

Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company † . . .	3.61 cents.
Average rate of fare per mile received from passengers to and from other roads . . .	2.33 “
Average rate of fare per mile for season-ticket passengers ‖ . . .	1.25 “
Average rate of fare per mile received from all passengers . . .	2.93 “
Average rate of local freight per ton per mile † . . .	1.62 “
Average rate of freight per ton per mile received from freight to and from other roads . . .	.59 “
Average rate of freight per ton per mile received from all freight . . .	.70 “

\* In New Hampshire, on miles road owned.

† On miles of road owned in New Hampshire.

‡ Rates as per tariff.

‖ Reckoning twelve passengers per week for time of each season ticket.

CAPITAL STOCK.	
Capital stock authorized by charter and acts of Legislature . . . . .	\$5,484,000
Capital stock authorized by votes of company . . . . .	5,484,000
Capital stock issued (number of shares, 11,279 sterling; 245 federal; 29 fractional); amount paid in	\$5,484,000.00
Total amount paid in (as per books of the company) . . . . .	5,484,000.00
DEBT.	
Funded debt, as follows:	
1st mortgage bonds, due November 2, 1888; rate of interest, 6 per cent . . . . .	\$787,000.00
Interest paid on same during year . . . . .	\$47,220.00
2d mortgage bonds, due October 1, 1884; rate of interest, 6 per cent . . . . .	1,499,916.00
Interest paid on same during year . . . . .	\$89,994.96
3d mortgage bonds, due May 1, 1891; rate of interest, 6 per cent . . . . .	712,932.00
Interest paid on same during year . . . . .	\$42,775.92
Balance of exchange of bonds . . . . .	152.00
Interest paid on same during year . . . . .	9.12
Total amount of funded debt . . . . .	\$3,000,000.00

#### NAMES AND RESIDENCES OF OFFICERS.

Joseph Hickson, *President*, Montreal, P. Q.; Philip Henry Brown, *Vice-President*, Portland, Me.; Charles E. Barrett, *Treasurer*, Portland, Me.; F. R. Barrett, *Clerk of Corporation*, Portland, Me.

#### NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Joseph Hickson, Montreal, P. Q.; Philip Henry Brown, Charles E. Barrett, Harrison J. Libby, Franklin R. Barrett, Francis K. Swan, George P. Wescott, Portland, Me.; Sir Alexander T. Galt, Montreal, P. Q.

#### PROPER ADDRESS OF THE COMPANY:

ATLANTIC & ST. LAWRENCE RAILROAD COMPANY,  
PORTLAND, ME.

JOSEPH HICKSON,  
PHILIP HENRY BROWN,  
CHARLES E. BARRETT,  
HARRISON J. LIBBY,  
FRANKLIN R. BARRETT,  
FRANCIS K. SWAN,  
GEORGE P. WESCOTT,  
SIR ALEX. T. GALT,

*Directors.*

CHARLES E. BARRETT,

*Treasurer.*

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STATE OF MAINE.

CUMBERLAND, ss. PORTLAND, December, 1886. Then personally appeared Charles E. Barrett and Franklin R. Barrett, directors, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

SIDNEY STEWART, *Justice of the Peace.*

# REPORT

## OF THE

### BOSTON & LOWELL RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

GENERAL EXHIBIT FOR THE YEAR.	
Total income . . . . .	\$4,628,386.54
Total expense (including taxes) . . . . .	3,354,645.84
Net income . . . . .	1,273,740.70
Rentals: . . . . .	718,568.86
Boston & Maine R. R. . . . .	\$7,800.00
Nashua & Lowell R. R. . . . .	65,000.00
Stony Brook R. R. . . . .	20,000.00
Wilton R. R. . . . .	16,950.00
Peterborough R. R. . . . .	35,699.64
Boston, Concord & Montreal R. R. . . . .	302,500.00
Northern R. R. . . . .	158,420.00
Concord & Claremont R. R. . . . .	41,500.00
Nashua, Acton & Boston R. R. . . . .	3,000.00
Old Colony R. R. . . . .	600.00
St. J. & L. C. R. R. . . . .	67,099.22
Interest accrued during year . . . . .	253,084.27
On funded debt . . . . .	254,829.00
On other debt . . . . .	1,744.73
Dividends declared (6 per cent) July 1, 1886 . . . . .	136,251.00
" " payable Jan. 1, 1887 . . . . .	153,882.00
Balance for the year . . . . .	11,954.57
Balance at commencement of year . . . . .	474,239.54
Balance September 30, 1886 . . . . .	486,194.11
ANALYSIS OF EARNINGS.	
From local passengers (all passengers starting from or stopping at any station on this road) * . . . .	\$1,421,216.07
From through passengers (to and from other roads over and beyond this road) . . . . .	404,557.53

\* Including passengers to and from other roads starting from or stopping at stations on this road.

From express and extra baggage . . . . .	\$93,297.39
mails . . . . .	71,019.34
Total earnings from passenger department . . . . .	1,990,090.33
From local freight (all freight starting from or stopping at any station on this road) * . . . . .	1,246,507.36
From through freight (to and from other roads over and beyond this road) . . . . .	1,253,615.08
Total earnings from freight department . . . . .	2,500,122.44
Total transportation earnings . . . . .	4,490,212.77
Income from all other sources, viz.: . . . . .	138,173.77
Miscellaneous receipts . . . . . \$136,296.00	
Accumulation of sinking fund . . . . . 1,877.77	
Total income from all sources . . . . .	\$4,628,386.54

## ANALYSIS OF EXPENSES.

Salaries of general officers and clerks . . . . .	\$83,872.00
Legal expenses . . . . .	33,425.94
Insurance . . . . .	29,766.39
Stationery and printing . . . . .	31,592.69
Outside agencies and advertising . . . . .	25,459.36
Contingencies and miscellaneous . . . . .	28,726.64
Repairs of bridges (including culverts and cattle-guards) . . . . .	65,125.32
Repairs of buildings . . . . .	102,674.36
Repairs of fences, road-crossings, and signs . . . . .	24,326.19
Renewal of rails . . . . .	48,806.70
Renewal of ties . . . . .	94,243.12
[No. laid, 263,031.]	
Repairs of road-bed and track . . . . .	442,745.68
Repairs of locomotives . . . . .	213,333.33
Fuel for locomotives . . . . .	447,060.73
[Tons of coal, 83,471¾; cords of wood, 32,080.]	
Water supply . . . . .	16,336.30
Oil and waste . . . . .	26,148.11
Locomotive service † . . . . .	286,059.83
Repairs of passenger cars . . . . .	111,725.22
Passenger-train service † . . . . .	141,244.47
"    supplies . . . . .	16,134.34
Mileage passenger cars † . . . . .	3,827.86
Repairs of freight cars . . . . .	136,547.30
Freight-train service † . . . . .	167,569.59
"    supplies . . . . .	7,048.82
Mileage freight cars † . . . . .	80,674.55
Telegraph expenses . . . . .	46,301.55
Loss and damage, freight and baggage . . . . .	8,216.48
"    "    property and cattle . . . . .	8,699.99
Personal injuries . . . . .	14,762.93

\*Including freight to and from other roads starting from or stopping at stations on this road. †Salaries and wages. ‡Debit balances.

Agents' and station service * . . . . .	\$401,178.92
Station supplies . . . . .	40,835.58
Total operating expenses . . . . .	3,184,470.29
Taxes, state { . . . . .	170,175.55
local { . . . . .	
Total operating expenses and taxes . . . . .	\$3,554,645.84

**PROPERTY ACCOUNTS: CHARGES AND CREDITS  
DURING THE YEAR.**

Land, land damages, and fences . . . . .	\$6,900.00
Double track, Middlesex Central R. R. . . . .	55,340.43
Improvement at Winter Hill . . . . .	9,026.55
Bedford & Billerica R. R. . . . .	2,910.83
Woburn branch extension . . . . .	125,137.54
Investments in Manchester & Keene R. R. . . . .	701.65
Real estate and buildings . . . . .	33,436.74
Total for construction . . . . .	\$233,453.74
Parlor and sleeping cars (number, 1) . . . . .	14,500.00
Furniture and tools, White Mountain division . . . . .	100.00
Stocks, bonds, and investments . . . . .	452,861.84
Total charges to property accounts . . . . .	\$696,915.58

**Balance-Sheet, September 30, 1886.**

**ASSETS.**

Cost of road . . . . .	\$6,640,352.80	
Cost of equipment . . . . .	1,199,029.41	
Wharves and wharf property . . . . .	911,537.41	
Extension of Woburn branch . . . . .	282,771.18	
Investment in M. & K. R. R. . . . .	337,749.70	
Bedford & Billerica R. R. . . . .	49,232.58	
Furniture and tools, White Mt. Div. . . . .	30,319.68	
Stocks, bonds, and investments . . . . .	452,861.84	
Double track, Middlesex Cen. R. R. . . . .	55,340.43	
Improvement at Winter Hill . . . . .	9,026.55	
Total permanent investments . . . . .		\$9,968,221.58
Cash . . . . .	\$68,142.79	
Notes receivable . . . . .	626,448.06	
Due from agents and companies . . . . .	704,932.02	
Materials and supplies . . . . .	494,946.86	

\* Salaries and wages.

Sinking fund . . . . .	\$48,822.04	
Debit balances . . . . .	151,718.70	
Central Massachusetts R. R. . . . .	162,352.98	
Total cash assets . . . . .		\$2,257,363.45
Leased equipment . . . . .		228,226.06
Total assets (as per books of the company) . . . . .		\$12,453,811.09
<b>LIABILITIES.</b>		
Capital stock . . . . .		\$5,129,400.00
Funded debt . . . . .		4,346,400.00
Unfunded debt, viz.: . . . . .		1,549,595.22
Interest unpaid . . . . .	\$97,699.17	
" . . . . .	153,882.00	
Dividends unpaid . . . . .	1,143.00	
Notes payable . . . . .	920,000.00	
Vouchers and accounts . . . . .	376,871.05	
Profit and loss balance . . . . .		486,194.11
Nashua & Lowell R. R. . . . .		228,226.06
Boston, Concord & Montreal R. R. . . . .		607,423.93
Improvement account, Southern division . . . . .		104,060.34
" " Northern " . . . . .		2,511.43
Total liabilities (as per books of the company) . . . . .		\$12,453,811.09
<b>MILEAGE, TRAFFIC, ETC.</b>		
Passenger-train mileage . . . . .		\$2,240,303
Freight-train mileage . . . . .		1,702,119
Total revenue train mileage . . . . .		3,942,422
Switching-train mileage . . . . .		648,105
Other train mileage . . . . .		90,956
Total train mileage . . . . .		4,681,483
Number of season-ticket passengers * . . . . .		539,003
Number of local passengers (including season), and mileage. Each 1000-miles ticket is estimated as 40 passengers of 25 miles . . . . .		6,334,450
Number of through passengers (to and from other roads going over and beyond this road) . . . . .		365,580
Total number of passengers carried . . . . .		6,700,030
Local passenger mileage (local passengers carried one mile) . . . . .		70,282,913
Through passenger mileage (through passengers carried one mile) . . . . .		18,083,625
Total passenger mileage . . . . .		88,366,538
Number tons local freight . . . . .		1,230,682

\* Reckoning twelve passengers per week for time of each season ticket.

Number tons through freight (to and from other roads going over and beyond this road) . .	1,350,973
Total number tons freight carried . . .	2,581,655
Local freight mileage (tons local freight carried one mile) . . .	45,060,903
Through freight mileage (tons through freight carried one mile) * . . .	104,773,851
Total freight mileage . . .	149,834,754
Average number of persons employed . . .	3,543

## DESCRIPTION OF ROAD.

Main line of road from Boston to Lowell . .	26.75 miles.
Double track on main line . . .	26.75 "
Branches owned by the company, viz.:	
Mystic (single track) . . .	2.25 "
Lexington & Arlington (double track) . .	9.25 "
Woburn (double track) . . .	6.20 "
Stoncham (single track) . . .	2.50 "
Lawrence branch (single track) . . .	3.21 "
Salem & Lowell (single track) . . .	16.80 "
Lowell & Lawrence (single track) . . .	12.42 "
Middlesex Central (single track) . . .	11.08 "
Bedford & Billerica (single track) . . .	7.63 "
Total length of branches owned by company .	71.34 "
Double track on branches . . .	15.45 "
Total road belonging to this company . . .	98.09 "
Sidings and other tracks not above enumerated .	54.61 "
Total length of track, computed as single track	194.90 "
Total length of steel rails in tracks, not including steel-top rails . . .	110.0 "
[Weights per yard, 60 and 72 lbs.]	

*Roads and Branches belonging to other Companies operated by this Company under lease or contract.*

Nashua & Lowell, length . . .	14.50 miles.
Stony Brook, " . . .	13.16 "
Wilton, " . . .	15.50 "
Peterborough " . . .	10.50 "
Manchester & Keene (owned jointly with Concord Railroad), length . . .	29.59 "
Boston, Concord & Montreal, length . . .	187.26 "
Northern (N. H.), length . . .	82.91 "
Concord & Claremont, length . . .	90.04 "
St. Johnsbury & Lake Champlain, length . .	132.00 "
Central Massachusetts, length . . .	43.69 "
Total length of above roads . . .	619.15 miles.

\* Carried to and from other roads.



Total length of above roads in New Hampshire . .	421.05 miles.
"                    Vermont . . . . .	132.0 "
"                    Massachusetts . . . . .	66.10 "
Total miles of road operated by this company . .	717.24 "
Total miles of road operated by this company in New Hampshire . . . . .	421.05 "
Number of stations in New Hampshire on all roads operated by this company . . . . .	99
Number of telegraph offices in same . . . . .	76
Number of stations on all roads owned by this com- pany . . . . .	63

## EQUIPMENT.

	Leased.	Owmed.	Total.
Number of locomotives .....	61	116	177
" passenger cars.....	35	125	155
" parlor or sleeping cars... ..	1	10	11
" baggage, mail, and express cars.	23	57	80
" freight cars (basis of 8 wheels)...	1,098	2,478	3,576
" other cars .....	32	84	116

## LIST OF ACCIDENTS.

	From causes beyond their own control (in New Hampshire).		From their own misconduct or carelessness (in New Hampshire).		Total in New Hampshire.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers .....				1				1
Employés ..	7	14					7	14
Others .....		1	7	6			7	7

## STATEMENT OF EACH ACCIDENT IN NEW HAMPSHIRE.

*October 5, 1885.*—James Davis found beside track near Warren station fatally injured. It is supposed that he attempted to get on to moving freight car and fell under wheels.

*October 18.*—Lucius Groves and John P. Emerson, engineers,

and E. F. Harvey, freight brakeman, were killed. Oscar G. Leighton and Frank C. Wells, firemen, Wm. W. Stone, express messenger, Frank M. Stevens, postal clerk, and William Turner, baggage master, were injured in a collision between passenger and freight trains near Andover Centre.

*November 4.*—W. G. Braley, employe, struck by cars and slightly injured while making up train at West Lebanon.

*November 5.*—Wooster W. Dearborn, engineer, supposed to have been caught between engine and tender of a derailed locomotive at Plymouth; fatally injured.

*November 5.*—James Landers, employe, fell from freight car at Orange Summit and sprained his ankle.

*December 14.*—Augustus H. Wheeler, 14 years old, driving across track in Milford, was struck by passenger train and fatally injured.

*December 15.*—F. C. Coates, employe, had fingers injured while uncoupling cars at East Lebanon.

*January 12, 1886.*—H. H. Edwards injured by derailment of train at Tilton.

*January 14.*—Mr. Landre crawled under passenger car at Nashua and was instantly killed when train started; suicide.

*February 1.*—James Staples jumped from passenger car near East Andover and was fatally injured (not a passenger).

*February 6.*—Mr. Webster, walking on track, was struck by locomotive, but not seriously injured, at Tilton; intoxicated.

*February 10.*—James E. Sheean, employe, arm crushed while coupling cars at Concord.

*February 16.*—Joseph Progius, attempting to board passenger train at Hillsborough Bridge, fell and had foot crushed by wheels; intoxicated.

*February 20.*—Wallace Smith, walking on track near Wilton, was run over by train and lost a leg.

*March 3.*—J. S. Greeley, employe, was injured at Franklin by fall of a door from freight car.

*May 6.*—Henry Williams, walking on track near Lisbon, was struck by locomotive and instantly killed; intoxicated.

*June 25.*—George W. Bayseu, employe, fell from freight car at Marlborough and was fatally injured.

*July 23.*—B. D. Brown, employe, hand injured while coupling engine to train at West Lebanon.

*August 11.*—John Aldrich, employe, fell from moving train near Warren Summit and was fatally injured.

*August 21.*—Jessie Colby was killed, Nora Colby, Blanche

Colby, and Nellie Flanders were injured by passenger train while attempting to cross the track in a carriage, about a mile north of Hillsborough Bridge.

*August 23.* — George O. Robinson, attempting to board a moving train at East Concord, was thrown under the wheels and lost a leg.

*August 30.* — Charles Evans, employe, received an injury to hand while coupling cars at Concord.

*September 3.* — W. C. Walker, employe, injured by being caught between freight car and switch frame at Concord.

*September 10.* — William M. Ordway, employe, fell from roof of bridge at Claremont and was instantly killed.

*September 14.* — Wallace Glines, walking on track near East Tilton, was struck by train and killed; intoxicated.

*September 23.* — Thomas Higgins, employe, arm injured while uncoupling freight cars at Penacook.

GENERAL INFORMATION.	
Maximum weight of locomotives in working order .	103,000 lbs.
Average " " " " .	66,000 "
Maximum weight of tenders full of fuel and water .	67,000 "
Average " " " " .	41,000 "
Maximum weight of passenger cars . . . .	39,000 "
Average " " " " . . . .	36,000 "
" " mail and baggage cars . . . .	24,000 "
" " 8-wheel box freight cars . . . .	16,000 "
" " 4-wheel " " " " . . . .	7,000 "
" " 8-wheel platform cars . . . .	14,000 "
" " 4-wheel " " " " . . . .	5,000 "
Length of heaviest engine and tender, from center of forward truck-wheel of engine to center of rear wheel of tender . . . .	46 ft. 10 in.
Total length of heaviest engine and tender over all Charges for the transportation of company's supplies included in earnings as reported for this road.	57 " 5 "
RATES OF FARE, ETC.	
Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company* . . . . .	.0221
Average rate of fare per mile received from passengers to and from other roads . . . . .	.0223
Average rate of fare per mile for season-ticket passengers † . . . . .	.0065

\* Rates as per tariff.

† Reckoning twelve passengers per week for time of each season ticket.

Average rate of fare per mile received from all passengers . . . . .	.0206
Average rate of local freight per ton per mile* . . . . .	.0276
Average rate of freight per ton per mile received from freight to and from other roads . . . . .	.0120
Average rate of freight per ton per mile received from all freight . . . . .	.0167
<b>CAPITAL STOCK.</b>	
Capital stock authorized by charter \$5,129,400.00	
Capital stock authorized by votes of company . . . . .	5,129,400.00
Capital stock issued (number of shares, 51,294); amount paid in . . . . .	\$5,129,400.00
Total amount paid in (as per books of the company)	5,129,400.00
Total number of stockholders . . . . .	1,451
Number of stockholders in New Hampshire . . . . .	86
Amount of stock held in " . . . . .	\$207,500.00
<b>DEBT.</b>	
Funded debt, as follows:	
Bonds due April 1, 1892; rate of interest, 7 per cent . . . . .	\$999,500.00
Interest paid on same during year . . . . .	\$69,965.00
Bonds due March 1, 1895; rate of interest, 7 per cent . . . . .	500,000.00
Interest paid on same during year . . . . .	\$35,000.00
Bonds due July 1, 1896; rate of interest, 6 per cent . . . . .	750,000.00
Interest paid on same during year . . . . .	\$45,000.00
Bonds of Lowell & Lawrence Railroad, due October 1, 1897; rate of interest, 6 per cent . . . . .	200,000.00
Interest paid on same during year . . . . .	\$12,000.00
Bonds of Salem & Lowell Railroad, due October 1, 1898; rate of interest, 6 per cent . . . . .	226,900.00
Interest paid on same during year . . . . .	\$13,614.00
Bonds due July 1, 1899; rate of interest, 5 per cent . . . . .	620,000.00
Interest paid on same during year . . . . .	\$31,000.00
Bonds due May 1, 1903; rate of interest, 4½ per cent . . . . .	\$250,000.00
Interest paid on same during year . . . . .	\$11,250.00
Bonds due September 1, 1905; rate of interest, 4 per cent . . . . .	500,000.00
Interest paid on same during year . . . . .	\$20,000.00
Bonds of Nashua & Lowell Railroad . . . . .	300,000.00
Interest paid on same during year . . . . .	\$17,000.00
Total amount of funded debt . . . . .	\$4,346,400.00

## NAMES AND RESIDENCES OF OFFICERS.

Edwin Morey, *President*, Boston, Mass.; C. S. Mellen, *General Superintendent*, Arlington, Mass.; B. F. Kendrick, *Auditor*, Newton, Mass.; H. N. Turner, *General Freight Agent*, Winchester, Mass.; Lucius Tuttle, *General Passenger Agent*, Somerville, Mass.; C. E. A. Bartlett, *Treasurer*, Chelmsford, Mass.; C. E. Cram, *Clerk of Corporation*, Winchester, Mass.

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## NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Edwin Morey, A. Cochrane, T. J. Coolidge, and Wm. A. Haskell, Boston, Mass.; Frederick E. Clark, Lawrence, Mass.; Channing Clapp and Wm. Powell Mason, Boston, Mass.

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## PROPER ADDRESS OF THE COMPANY:

BOSTON & LOWELL RAILROAD CORPORATION,  
BOSTON, MASS.

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EDWIN MOREY,  
*Director.*

C. E. A. BARTLETT,  
*Treasurer.*

C. S. MELLEN,  
*General Superintendent.*

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## STATE OF MASSACHUSETTS.

SUFFOLK, ss. January 12, 1887. Then personally appeared Edwin Morey, president, C. E. A. Bartlett, treasurer, and C. S. Mellen, general superintendent, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WILLIAM H. COOLIDGE,  
*Justice of the Peace.*

# REPORT

## OF THE

### BOSTON, CONCORD & MONTREAL RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

GENERAL EXHIBIT FOR THE YEAR.	
Total income . . . . .	\$306,102.33
Total expense (including taxes) . . . . .	16,435.75
Net income . . . . .	289,666.58
Rental to Pemigewasset Valley Railroad, \$30,204.00	
Interest accrued during year:	
On funded debt . . . . .	172,614.00
On other debt . . . . .	41,246.65
Dividends declared (2½ per cent) on preferred stock . . . . .	38,440.00
Balance for the year (surplus) . . . . .	282,504.65
	7,161.93
ANALYSIS OF EARNINGS.	
Rents for use of road . . . . .	\$297,500.00
Income from all other sources, viz.:	
Miscellaneous . . . . .	8,602.33
Total income from all sources . . . . .	\$306,102.33
Balance-Sheet, September 30, 1886.	
ASSETS.	
Cost of road . . . . .	\$4,926,850.87
Interest in Pemigewasset House . . . . .	16,000.00
Total permanent investments . . . . .	\$4,942,850.87
Cash . . . . .	\$90,459.01
Materials and supplies . . . . .	230,875.83

Sinking fund (trustees) . . . . .	201,500.00	
Debit balances . . . . .	44,705.84	
Total cash assets . . . . .		\$567,540.68
Total assets (as per books of the company) . . . . .		\$5,510,391.55
<b>LIABILITIES.</b>		
Capital stock . . . . .		\$1,800,000.00
Funded debt . . . . .		3,071,600.00
Unfunded debt, viz.:		
Interest unpaid . . . . .	\$2,106.50	
Dividends unpaid (including dividend payable Nov. 15, 1886) . . . . .	27,471.89	29,578.39
Profit and loss balance . . . . .		609,213.16
Total liabilities (as per books of the company) . . . . .		\$5,510,391.55
<i>Present or Contingent Liabilities not Included in the Balance-Sheet.</i>		
Notes of the company to the amount of \$878,000.00 Of which amount is represented by sinking fund bonds in our own and trustees' hands, included in floating debt, as above . . . . .	422,000.00	
The remainder represents amounts paid on account of extensions, improvements, etc. . . . .		\$456,000.00
<b>DESCRIPTION OF ROAD.</b>		
Main line of road from Concord to Groveton Junc. . . . .	145.877 miles.	
“ “ in New Hampshire . . . . .	145.877 “	
Branches owned by the company, viz., Wing road to base of Mt. Washington (single track) . . . . .	20.390 “	
Total length of branches owned by company . . . . .	20.390 “	
Total length of branches owned by company in New Hampshire . . . . .	20.390 “	
Total road belonging to this company . . . . .	166.267 “	
[Weight per yard, 56 lbs.]		
<i>Roads and Branches belonging to other Companies operated by this Company under lease or contract.</i>		
Pemigewasset Valley Railroad, length . . . . .	20.0 miles.	
Total length of above roads . . . . .	20.0 “	
“ “ in New Hampshire . . . . .	20.0 “	
Total miles of road operated by this company . . . . .	186.267 “	
Total miles of road operated by this company in New Hampshire . . . . .	186.267 “	





DEBT.	
Funded debt, as follows:	
Bonds due January 1, 1889; rate of interest, 6 per cent . . . . .	\$202,000.00
Interest paid on same during year . . . \$12,120.00	
Bonds due April 1, 1893; rate of interest, 6 per cent . . . . .	582,400.00
Interest paid on same during year . . . \$34,944.00	
Bonds due April 1, 1893; rate of interest, 7 per cent . . . . .	1,865,000.00
Interest paid on same during year . . . \$95,550.00	
Bonds due January 1, 1911; rate of interest, 6 per cent . . . . .	500,000.00
Interest paid on same during year . . . \$30,000.00	
Bonds due August 15, 1865 (never presented) . . .	200.00
Funded debt . . . . .	\$3,071,600.00
Deduct sinking fund bonds . . . . .	422,000.00
Total amount of funded debt . . . . .	\$2,649,600.00

#### NAMES AND RESIDENCES OF OFFICERS.

Edward H. Rollins, *President*, Dover, N. H.; Edward D. Harlow, *Treasurer*, Boston, Mass.; Samuel N. Bell, *Clerk of Corporation*, Manchester, N. H.

#### NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Edward H. Rollins, Dover, N. H.; Harry Bingham, Littleton, N. H.; Nathan H. Weeks, Plymouth, N. H.; Noah S. Clark, Manchester, N. H.; Samuel S. Kimball, Concord, N. H.; Lewis C. Patten, Lebanon, N. H.; Charles E. Morrison, Boston, Mass.

#### PROPER ADDRESS OF THE COMPANY:

BOSTON, CONCORD & MONTREAL RAILROAD,  
*Treasurer's and Transfer Office*, No. 31 MILK ST., BOSTON, MASS.

EDWARD D. HARLOW,  
*Treasurer.*

#### COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. January 7, 1887. Then personally appeared Edward D. Harlow, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

GEO. N. CARPENTER, *Justice of the Peace.*

# REPORT

## OF THE

### CONCORD & CLAREMONT (N. H.) RAIL- ROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

GENERAL EXHIBIT FOR THE YEAR.	
Total income . . . . .	\$35,000.00
Interest accrued during year:	
On funded debt . . . . .	\$35,000.00
Balance at commencement of year . . . . .	6,508.99
Balance September 30, 1886 (surplus) . . . . .	6,508.99
ANALYSIS OF EARNINGS:	
Income from all sources, viz.: . . . . .	\$35,000.00
Interest on first mortgage bonds, 7s, \$500,000 from Boston & Lowell Railroad.	
Balance-Sheet, September 30, 1886.	
ASSETS.	
Total permanent investments . . . . .	\$1,131,206.38
Cash . . . . .	\$38,900.35
Boston & Lowell Railroad . . . . .	25,000.00
Total cash assets . . . . .	63,900.35
Total assets (as per books of the company)	\$1,195,106.73
LIABILITIES.	
Capital stock . . . . .	\$412,400.00
Funded debt . . . . .	500,000.00

Interest unpaid . . . . .	\$420.00	
Superintendent's department . . . . .	569.22	
Northern Railroad . . . . .	254,245.72	
Reserve . . . . .	20,962.80	
		\$276,197.74
Profit and loss balance . . . . .		6,508.99
Total liabilities (as per books of the company)		\$1,195,106.73
DESCRIPTION OF ROAD.		
Main line of road from Concord, N. H., to Claremont Junction, N. H. . . . .	56.0	miles.
Main line of road in New Hampshire . . . . .	56.0	"
Branch owned by the company, viz.:		
Contoocook to Hillsborough Bridge (single track)	14.9	"
Total length of branches owned by company . . . . .	14.9	"
Total length of branches owned by company in New Hampshire . . . . .	14.9	"
Total road belonging to this company . . . . .	70.9	"
Sidings and other tracks not above enumerated . . . . .	7.75	"
Total length of track, computed as single track . . . . .	78.65	"
Same in New Hampshire . . . . .	78.65	"
LIST OF ACCIDENTS.		
Included in Boston & Lowell Railroad report.		
BRIDGES.		
Number of trestle bridges of 25 feet length and upwards *	2	
Number of spans of timber bridges of 25 feet and upwards *	28	
Number of crossings of highways at grade * . . . . .	90	
"                    "                    over railroad . . . . .	2	
"                    "                    under railroad . . . . .	1	
Number of highway bridges 18 feet above track . . . . .	2	
" crossings at which gates or flagmen are maintained . . . . .	2	
Number of crossings at which there are neither signals nor flagmen * . . . . .	91	
CAPITAL STOCK.		
Capital stock issued (number of shares, 4,124); amount paid in . . . . .		\$412,400.00
Total number of stockholders . . . . .	11	

\* In New Hampshire, on miles road owned.

Number of stockholders in New Hampshire . . . . .	10	
Amount of stock held in New Hampshire	\$12,400.00	
<b>DEBT.</b>		
Funded debt, as follows:		
Bonds due January 1, 1894; rate of interest, 7 per cent . . . . .		\$500,000.00
Interest accrued on same during year	\$35,000.00	
Total amount of funded debt . . . . .		500,000.00

#### NAMES AND RESIDENCES OF OFFICERS.

Dexter Richards, *President*; George A. Kettell, *Treasurer*; Chas. P. Sanborn, *Clerk of Corporation*.

#### NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Dexter Richards, Newport, N. H.; A. W. Sulloway, Franklin, N. H.; D. W. Johnson, Claremont, N. H.; Mason W. Tappan, Bradford, N. H.; J. H. Benton, Jr., Charles O. Stearns, Augustus E. Scott, Boston, Mass.

#### PROPER ADDRESS OF THE COMPANY:

CONCORD & CLAREMONT (N. H.) RAILROAD,  
CONCORD, N. H.

*Treasurer's Office*, 28 STATE STREET, BOSTON, MASS.

A. W. SULLOWAY,  
GEORGE E. TODD,  
*Directors.*

GEORGE A. KETTELL,  
*Treasurer.*

#### STATE OF NEW HAMPSHIRE.

MERRIMACK, ss. CONCORD, N. H., February 5, 1887. Then personally appeared A. W. Sulloway, George E. Todd, and George A. Kettell, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

J. W. FLAVIN, *Justice of the Peace.*

# REPORT

## OF THE

### NASHUA & LOWELL RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

GENERAL EXHIBIT FOR THE YEAR.	
Total income . . . . .	\$83,514.79
Total expense (including taxes) . . . . .	5,608.39
Net income . . . . .	77,911.40
Interest accrued during the year: . . . . .	17,585.89
On funded debt . . . . . \$17,000.00	
On other debt . . . . . 585.89	
Dividends declared (7 per cent) . . . . .	56,000.00
Balance for the year (surplus) . . . . .	4,325.51
Balance at commencement of year . . . . . \$124,315.18	
Deduct account of Boston & Lowell Railroad Company charged off by order of directors . . . . . 7,500.00	
Balance at commencement of year as so changed . . . . .	116,815.18
Balance September 30, 1886 . . . . .	121,140.69
ANALYSIS OF EARNINGS.	
Rents for use of road . . . . .	\$65,000.00
Income from all other sources, viz.: . . . . .	18,514.79
Interest received . . . . . \$17,388.79	
Rent of house at No. Chelmsford . . . . . 78.00	
Land damages . . . . . 1,048.00	
Total income from all sources . . . . .	\$83,514.79
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks . . . . .	\$1,705.00
Legal expenses . . . . .	2,974.94

Contingencies and miscellaneous . . . . .		\$923.45
Total operating expenses . . . . .		\$5,603.39
Total operating expenses and taxes . . . . .		5,603.39
<b>Balance-Sheet, September 30, 1886.</b>		
<b>ASSETS.</b>		
Cost of road . . . . .	\$691,292.07	
Cost of equipment . . . . .	218,242.95	
Total permanent investments . . . . .		\$909,535.02
Cash . . . . .	\$34,129.23	
Bills receivable . . . . .	300,000.00	
Due from agents and companies . . . . .	17,944.94	
Total cash assets . . . . .		\$352,074.17
Total assets (as per books of the company) . . . . .		\$1,261,609.19
<b>LIABILITIES.</b>		
Capital stock . . . . .		\$800,000.00
Funded debt . . . . .		300,000.00
Unfunded debt, viz.: . . . . .		
Interest unpaid . . . . .	\$453.00	
Dividends unpaid . . . . .	29,015.50	
Notes payable . . . . .	11,000.00	
		40,468.50
Profit and loss balance . . . . .		121,140.69
Total liabilities (as per books of the company) . . . . .		\$1,261,609.19
<b>DESCRIPTION OF ROAD.</b>		
Main line of road from Nashua to Lowell . . . . .	14.5	miles.
“ “ in New Hampshire . . . . .	5.25	“
“ “ in Massachusetts . . . . .	9.25	“
Double track on main line . . . . .	14.5	“
Same in New Hampshire . . . . .	5.25	“
Total road belonging to this company . . . . .	14.5	“
Sidings and other tracks not above enumerated . . . . .	6.084	“
Same in New Hampshire . . . . .	1.95	“
Total length of track, computed as single track . . . . .	35.084	“
Same in New Hampshire . . . . .	12.45	“
<b>CAPITAL STOCK.</b>		
Capital stock authorized by charter . . . . .	\$800,000.00	

Capital stock authorized by votes of company	\$800,000.00	
Capital stock issued (number of shares, 8,000); amount paid in		\$800,000.00
Total amount paid in (as per books of the company)		800,000.00
Total number of stockholders	421	
Number of stockholders in New Hampshire	190	
Amount of stock held in " "	\$248,400.00	
DEBT.		
Funded debt, as follows:		
Bonds due August 1, 1893; rate of interest, 6 per cent		\$200,000.00
Interest paid on same during year	\$12,000.00	
Bonds due July 1, 1900; rate of interest, 5 per cent		100,000.00
Interest paid on same during year	\$5,000.00	
Total amount of funded debt.		\$300,000.00

## NAMES AND RESIDENCES OF OFFICERS.

Francis A. Brooks, *President*, Boston, Mass.; Jeremiah W. White, *Treasurer*, Nashua, N. H.; Walter A. Lovering, *Clerk of Corporation*, Nashua, N. H.

## NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Francis A. Brooks, Sidney K. Richardson, Boston, Mass.; Jeremiah W. White, William W. Bailey, Nashua, N. H.; Albert M. Shay, Lebanon, N. H.

## PROPER ADDRESS OF THE COMPANY:

NASHUA & LOWELL RAILROAD CORPORATION,  
NASHUA, N. H.

FRANCIS A. BROOKS,  
*Director.*

J. W. WHITE,  
*Treasurer.*

The Nashua & Lowell Railroad Company, having leased its road, has no superintendent.

## STATE OF MASSACHUSETTS.

SUFFOLK, ss. December 29, 1886. Then personally appeared Francis A. Brooks, of Boston, the president of the Nashua & Lowell Railroad Corporation, and J. W. White, of Nashua, its treasurer and one of its directors, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

Before me,

ALFRED S. HALL, *Justice of the Peace.*



# REPORT

## OF THE

### NORTHERN RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

GENERAL EXHIBIT FOR THE YEAR.	
Total income *	\$207,674.32
Total expenses (including taxes)	10,785.15
Net income	196,889.17
Dividends declared (6 per cent) *	179,838.00
Balance for the year (surplus)	17,051.17
Balance at commencement of year . \$146,025.27	
Balance September 30, 1886 (surplus)	163,076.44
ANALYSIS OF EARNINGS.	
Rents for use of road from Boston & Lowell R. R.	\$153,420.00
Income from all other sources, viz. :	
Balance interest . . . . \$46,763.86	
Other sources . . . . 7,490.46	
	54,254.32
Total income from all sources . . . .	\$207,674.32
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks . . .	\$4,712.41
Legal expenses . . . . .	4,411.80
Stationery and printing . . . . .	189.96
Advertising . . . . .	28.00
Contingencies and miscellaneous . . . . .	1,442.98
Total operating expenses and taxes . . . .	\$10,785.15

\*The lease of this road to the Boston & Lowell Railroad provides, besides the regular rental, a payment of five thousand dollars per year for the expense of preserving its organization. Of this sum, one half, being the amount due at the close of our last fiscal year, March 31, 1886, was placed to the credit of reserve account as heretofore, and the balance carried to income account.

Balance-Sheet, September 30, 1886.	
ASSETS.	
Total permanent investments . . . . .	\$3,068,400.00
Cash . . . . .	\$24,434.72
Bills receivable . . . . .	895,243.40
Northern Railroad, 711 shares — purchase of stock . . . . .	37,708.34
Concord & Claremont (N. H.) Railroad, in trust . . . . .	254,245.72
Debit balances, superintendent's department . . . . .	12,769.48
Total cash assets . . . . .	1,224,401.66
Total assets (as per books of the company) . . . . .	\$4,292,801.66
LIABILITIES.	
Capital stock . . . . .	\$3,068,400.00
Unfunded debt, viz. :	
Interest unpaid, coupons . . . . .	\$33.00
Dividends unpaid (\$103,107.26) . . . . .	103,074.26
includes dividends due Dec. 1, 1886.	
	103,107.26
Contingent fund . . . . .	958,217.96
Profit and loss balance * . . . . .	163,076.44
Total liabilities (as per books of the company) . . . . .	\$4,292,801.66
Bonds guaranteed by this company, or a lien on its road: Bonds of Concord & Claremont (N. H.) Railroad.	
DESCRIPTION OF ROAD.	
Main line of road from Concord, N. H., to White River Junction, Vt. . . . .	69.5 miles.
Branch owned by the company, viz. :	
Franklin to Bristol, N. H. (single track) . . . . .	13.41 "
STATEMENT OF EACH ACCIDENT IN NEW HAMPSHIRE.	
In Boston & Lowell Railroad report.	

\* If surplus, which should include all sinking, contingent, and other funds laid aside from the earnings.

GENERAL INFORMATION.	
Number of crossings at which there are neither signals nor flagmen * . . . . .	72
CAPITAL STOCK.	
Capital stock authorized by charter	\$3,068,400.00
Capital stock authorized by votes of company . . . . .	3,068,400.00
Capital stock issued (number of shares, 90,684); amount paid in . . . . .	\$3,068,400.00
Total number of stockholders . . . . .	2,235
Number of stockholders in New Hampshire	1,079
Amount of stock held in New Hampshire	\$8,440.00

#### NAMES AND RESIDENCES OF OFFICERS.

Alvah W. Sulloway, *President*, Franklin, N. H.; George A. Kettell, *Treasurer*; William L. Foster, *Clerk of Corporation*.

#### NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

George W. Nesmith and Alvah W. Sulloway, Franklin, N. H.; Uriel Crocker, J. H. Benton, Jr., Benjamin P. Cheney, and Silas Peirce, Boston, Mass.; George E. Todd, Concord, N. H.

#### PROPER ADDRESS OF THE COMPANY:

NORTHERN RAILROAD,

CONCORD, N. H.

*Treasurer's Office*, 28 STATE ST., BOSTON, MASS.

A. W. SULLOWAY,  
GEORGE E. TODD,

*Directors.*

GEORGE A. KETTELL,

*Treasurer.*

\* On miles of road owned in New Hampshire.

## STATE OF NEW HAMPSHIRE.

MERRIMACK, ss. CONCORD, N. H., February 5, 1887. Then personally appeared A. W. Sulloway, president, George A. Kettell, treasurer, and George E. Todd, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

J. W. FLAVIN, *Justice of the Peace.*

# REPORT

OF THE

## PEMIGEWASSET VALLEY RAILROAD

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

### GENERAL EXHIBIT FOR THE YEAR.

Total income (including rent of road, which is paid by B. C. & M. R. R. to the stockholders of the Pemigewasset Valley Railroad) . . . .	\$30,504.00
Total expense (including taxes) . . . .	168.90
Net income . . . .	\$30,335.10
Dividends declared (3 per cent) semi-annually, paid by the B. C. & M. R. R. to the stockholders of the Pemigewasset Valley Railroad . . . .	30,204.00
Balance for the year (surplus) . . . .	131.10
Balance at commencement of year . . . .	174.49
Balance September 30, 1886 (surplus) . . . .	305.59

### ANALYSIS OF EARNINGS.

(Included in report of Boston & Lowell Railroad.)

Rents for use of road . . . .	\$30,204.00
Income from all other sources, viz.: . . . .	300.00
For expense of organization . . . \$300.00	
Total income from all sources]. . . .	\$30,504.00

### ANALYSIS OF EXPENSES.

Salaries of general officers and clerks . . . .	\$150.00
Contingencies and miscellaneous . . . .	18.90
Total operating expenses and taxes . . . .	\$168.90

### PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.

Land, land damages, and fences . . . .	\$15.00
Total charges to property accounts . . . .	15.00
Net addition to property account for the year . .	15.00

Balance-Sheet, September 30, 1886.	
ASSETS.	
Cost of road . . . . .	\$411,157.61
Cost of equipment . . . . .	91,842.14
Total permanent investments . . . . .	\$502,999.75
Cash . . . . .	\$400.25
Balance of income for organization . . . . .	305.59
Total cash assets . . . . .	705.84
Total assets (as per books of the company) . . . . .	\$503,705.59
Capital stock authorized by vote of the corporation, but not issued . . . . .	26,600.00
	\$530,305.59
LIABILITIES.	
Capital stock . . . . .	\$503,400.00
Profit and loss balance (balance of funds for organization) . . . . .	305.59
Total liabilities (as per books of the company) . . . . .	\$503,705.84
<i>Present or Contingent Liabilities not included in the Balance-Sheet.</i>	
Unsettled claims for construction, estimated at \$26,600.00, to be paid by capital stock authorized by corporation, on which dividends are to be paid under the lease of the Pemigewasset Valley R. R. to the B. C. & M. R. R. . . . .	\$26,600.00
Total (not included in Balance-Sheet) . . . . .	\$530,705.84
MILEAGE, TRAFFIC, ETC.	
Included in report of Boston & Lowell Railroad.	
DESCRIPTION OF ROAD.	
Main line of road from Plymouth to Franconia and branch from Campton to Livermore, estimated . . . . .	75.0 miles.
Main line of road in New Hampshire . . . . .	75.0 "
Track laid . . . . .	20.057 "

Sidings and other tracks not above enumerated (not including sidings built by B. C. & M. R. R. and B. & L. R. R., since lease of road, of which this railroad has no account)	.37 miles.
Total length of track computed as single track	20.057 "
Total length of steel rails in tracks, not including steel-top rails	20.057 "
[Weight per yard, 56 lbs.]	
Number of stations on all roads owned by this company	8
Same in New Hampshire	8
EQUIPMENT.	
Number of locomotives leased to B. C. & M. R. R. and operated by B & L. R. R.	2
Number of passenger cars	2
Number of other cars	125
GENERAL INFORMATION.	
Bridges and rates of fare are included in report of Boston & Lowell Railroad.	
CAPITAL STOCK.	
Capital stock authorized by charter	\$2,000,000.00
Capital stock authorized by votes of company	530,000.00
Capital stock issued (number of shares, 5,034); amount paid in	\$503,400.00
Total amount paid in (as per books of the company)	503,400.00
Total number of stockholders	173
Number of stockholders in New Hampshire	128
Amount of stock held in New Hampshire	\$348,700.00

## NAMES AND RESIDENCES OF OFFICERS.

J. Thomas Vose, *President*, Boston, Mass.; S. N. Bell, *Treasurer and Clerk of Corporation*, Manchester, N. H.

## NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

J. Thomas Vose, Boston, Mass.; Daniel Barnard, Franklin, N. H.; Samuel N. Bell and John C. French, Manchester, N. H.; Daniel Saunders, Lawrence, Mass.; Henry Chandler, Manchester, N. H.; Nathan H. Weeks, Plymouth, N. H.; John J. Cilley, South Deerfield, N. H.; Joseph W. Campbell, Woodstock, N. H.

## PROPER ADDRESS OF THE COMPANY:

PEMIGEWASSET VALLEY RAILROAD,

*Office of Treasurer and Clerk, MANCHESTER, N. H.*

The Pemigewasset Valley Railroad is leased for 99 years to the Boston, Concord & Montreal Railroad, and is operated by the Boston & Lowell Railroad as agent for the Boston, Concord & Montreal Railroad.

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S. N. BELL,*Treasurer and Superintendent.*

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## STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. January 18, 1887. Then personally appeared S. N. Bell, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

CHAS. E. COCHRAN,

*Justice of the Peace.*



# REPORT

## OF THE

### PETERBOROUGH RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

GENERAL EXHIBIT FOR THE YEAR.	
Total income . . . . .	\$35,813.54
Total expense (including taxes) . . . . .	258.94
Net income . . . . .	35,554.60
Interest accrued during year: . . . . .	4,059.64
On funded debt . . . . . \$3,999.64	
On other debt . . . . . 60.00	
Dividends declared (3 per cent) . . . . .	11,550.00
Balance for the year . . . . .	19,944.96
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks (treasurer) . . . . .	\$150.00
Balance-Sheet, September 30, 1886.	
ASSETS.	
Cost of road . . . . . \$588,950.00	
Total permanent investments . . . . .	\$588,950.00
Cash . . . . . \$655.37	
Bills receivable . . . . . 200.00	
Sinking fund . . . . . 23,999.64	
Debit balances . . . . . 27,154.53	
Total cash assets . . . . .	52,009.54
Total assets (as per books of the company) . . . . .	\$640,959.54

LIABILITIES.	
Capital stock . . . . .	\$385,000.00
Funded debt . . . . .	54,500.00
Unfunded debt, viz.: . . . . .	800.00
Dividends unpaid . . . . .	\$615.00
Vouchers and accounts . . . . .	5,500.00
	6,115.00
Profit and loss balance (income account not charged off) . . . . .	194,544.54
Total liabilities (as per books of the company)	\$640,959.54
CAPITAL STOCK.	
Capital stock issued (number of shares, 3,850); amount paid in . . . . .	\$385,000.00
Total amount paid in (as per books of the company)	385,000.00
Total number of stockholders . . . . .	285
Number of stockholders in New Hampshire . . . . .	267
Amount of stock held in N. Hampshire	\$273,300.00
DEBT.	
Funded debt, as follows:	
Bonds due Oct. 1, 1897; rate of interest, 6 per cent . . . . .	\$34,000.00
Certificates of indebtedness (notes payable) . . . . .	1,000.00
Interest paid on same during year . . . . .	\$60.00
Total amount of funded debt and notes payable, as of Sept. 30, 1886, after collecting six months' rental, due Sept. 30, 1886 . . . . .	35,000.00

#### NAMES AND RESIDENCES OF OFFICERS.

Edward Spalding, *President*, Nashua, N. H.; B. B. Whittemore, *Auditor*; Gilman C. Shattuck, *Treasurer*, Nashua, N. H.; Harry W. Ramsdell, *Clerk of Corporation*, Nashua, N. H.

#### NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Edward Spalding, George A. Ramsdell, V. C. Gilman, and Albert McKean, Nashua, N. H.; John H. George, Concord, N. H.; S. A. B. Abbott, Boston, Mass.; Thomas B. Eaton, Worcester, Mass.

PROPER ADDRESS OF THE COMPANY:

PETERBOROUGH RAILROAD,

*Treasurer's Office, NASHUA, N. H.*

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GILMAN C. SHATTUCK,

*Treasurer.*

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STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. January 11, 1887. Then personally appeared Gilman C. Shattuck, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

GEORGE F. ANDREWS, *Justice of the Peace.*

# REPORT

## OF THE

### PETERBOROUGH & HILLSBOROUGH RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

GENERAL EXHIBIT FOR THE YEAR.	
Interest on funded debt . . . . .	\$10,725.00
<hr/>	
Balance-Sheet, September 30, 1886.	
ASSETS.	
Cost of road . . . . .	\$209,298.44
Total permanent investments . . . . .	\$209,298.44
Cash . . . . .	\$925.00
Debit balances . . . . .	53,658.88
Total cash assets . . . . .	54,583.83
Total assets (as per books of the company) . . . . .	\$263,882.27
LIABILITIES.	
Capital stock . . . . .	\$45,000.00
Funded debt . . . . .	165,000.00
Unfunded debt, viz.: . . . . .	53,882.27
Interest unpaid . . . . .	\$45,256.25
Vouchers and accounts . . . . .	8,626.02
Total liabilities (as per books of the company) . . . . .	\$263,882.27
<hr/>	
DESCRIPTION OF ROAD.	
Main line from Peterborough to Hillsborough . . . . .	18.5 miles.
“ in New Hampshire . . . . .	18.5 “
Total road belonging to this company . . . . .	18.5 “

NAMES AND RESIDENCES OF OFFICERS.

Alvah W. Sulloway, *President*, Franklin, N. H.; Edgar H. Woodman, *Treasurer and Clerk of Corporation*, Concord, N. H.

## NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

John C. Campbell, Hillsborough, N. H.; George A. Kettell, Charlestown, Mass.; Alvah W. Sulloway, Franklin, N. H.; Josiah H. Benton, Jr., Boston, Mass.; Wyman Pattee, Enfield, N. H.; George E. Todd, Concord, N. H.; William P. Wilson, Lexington, Mass.

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## PROPER ADDRESS OF THE COMPANY:

PETERBOROUGH & HILLSBOROUGH RAILROAD,  
CONCORD, N. H.

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A. W. SULLOWAY,  
*President.*

EDGAR H. WOODMAN,  
*Treasurer.*

# REPORT

## OF THE

### WILTON RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

GENERAL EXHIBIT FOR THE YEAR.	
Total income . . . . .	\$16,950.00
Total expense (including taxes) . . . . .	12.25
Net income . . . . .	16,937.75
Dividends declared (7 per cent) . . . . .	16,800.00
Balance for the year . . . . .	1,521.97
Balance-Sheet, September 30, 1886.	
ASSETS.	
Cost of road . . . . .	\$242,600.00
Total permanent investments . . . . .	\$242,600.00
Cash . . . . .	\$1,521.97
Total cash assets . . . . .	1,521.97
Total assets (as per books of the company) . . . . .	\$244,121.97
LIABILITIES.	
Capital stock . . . . .	\$240,000.00
Dividends unpaid . . . . .	\$990.75
Vouchers and accounts . . . . .	990.75
Profit and loss balance . . . . .	3,131.22
Total liabilities (as per books of the company) . . . . .	\$244,121.97
DESCRIPTION OF ROAD.	
Main line of road from Nashua to Wilton . . . . .	15.5 miles.
“ “ in New Hampshire . . . . .	15.5 “
Total road belonging to this company . . . . .	15.5 “

CAPITAL STOCK.	
Total amount paid in (as per books of the company)	\$240,000.00
Total number of stockholders . . . . .	259
Number of stockholders in New Hampshire . . . . .	238
Amount of stock held in New Hampshire	\$238,000

#### NAMES AND RESIDENCES OF OFFICERS.

Solomon Spalding, *President*; B. B. Whittemore, Gilman C. Shattuck, *Auditors*; Frank A. McKean, *Treasurer*; Archibald H. Dunlap, *Clerk of Corporation*, all of Nashua, N. H.

#### NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Solomon Spalding, John Reed, John A. Spalding, Nashua, N. H.; William Ramsdell, Milford, N. H.; Harvey A. Whiting, Wilton, N. H.

#### PROPER ADDRESS OF THE COMPANY:

WILTON RAILROAD COMPANY,  
NASHUA, N. H.

SOLOMON SPALDING,  
WILLIAM RAMSDELL,  
JOHN REED,  
JOHN A. SPALDING,  
HARVEY A. WHITING,

*Directors.*

FRANK A. MCKEAN,

*Treasurer.*

#### STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. January 10, 1887. Then personally appeared Frank A. McKean, treasurer, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

IRA F. HARRIS, *Justice of the Peace.*



# REPORT

## OF THE

### BOSTON & MAINE RAILROAD

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

GENERAL EXHIBIT FOR THE YEAR.	
Total income . . . . .	\$7,543,691.30
Total expense (including taxes) . . . . .	4,767,299.84
Net income . . . . .	2,776,391.46
Rentals . . . . .	1,786,457.75
Eastern Railroad * . . . .	\$1,293,377.75
Worcester, Nashua & Rochester R. R., nine months . . . . .	187,500.00
Portland, Saco & Portsmouth R. R. . . . .	90,300.00
Portsmouth, Great Falls & Conway R. R. . . . .	45,275.00
Portsmouth & Dover R. R. . . . .	46,140.00
Lowell & Andover R. R. . . . .	52,500.00
Dover & Winnepesaukee R. R. . . . .	29,000.00
Eastern R. R. in N. H. . . . .	22,500.00
Newburyport City R. R. . . . .	6,000.00
West Amesbury Branch R. R. . . . .	5,700.00
Wolfeborough R. R. . . . .	2,240.00
Boston & Albany R. R. . . . .	3,000.00
Kennebunk & Kennebunkport R. R. . . . .	2,925.00
Interest accrued during year: . . . . .	289,933.71
On funded debt . . . . .	279,493.77
On other debt . . . . .	10,439.94
Dividends declared (8½ per cent) . . . . .	595,000.00
Balance for the year (surplus) . . . . .	105,000.00
Balance at commencement of year . . . . .	1,832,184.05
Deduct:	
Difference between amount received from sale of 70,000 shares of capital stock and the par value of same, the entry	

\*Includes Eastern Railroad's proportion of surplus earnings, \$421,340.44.

being made so that ledger may show stock liability at par . . . . .	\$78,725.48
Old account charged off . . . . .	10,909.44
	<u>\$89,634.92</u>

Balance at commencement of year as so changed . . . . .	\$1,742,549.13
Balance September 30, 1886 (surplus) . . . . .	1,847,549.13

## ANALYSIS OF EARNINGS.

From local passengers (all passengers starting from or stopping at any station on this road) *	\$3,477,249.59
From through passengers (to and from other roads over and beyond this road) . . . . .	563,036.82
From express and extra baggage . . . . .	188,381.24
mails . . . . .	95,448.66
Total earnings from passenger department . . . . .	4,324,116.31
From local freight (all freight starting from or stop- ping at any station on this road) *	2,081,281.05
From through freight (to and from other roads over and beyond this road) . . . . .	848,485.02
Total earnings from freight department . . . . .	2,929,766.07
Total transportation earnings . . . . .	7,253,882.38
Rents for use of road . . . . .	22,403.79
Income from all other sources, viz.: . . . . .	267,405.13
Investments . . . . .	\$153,031.48
Rents of tenements, lands, etc. . . . .	82,828.47
Income from coal-hoisting engines . . . . .	11,784.90
Miscellaneous sources . . . . .	19,760.28
Total income from all sources . . . . .	\$7,543,691.30

## ANALYSIS OF EXPENSES.

Salaries of general officers and clerks . . . . .	\$103,377.08
Legal expenses . . . . .	81,241.70
Insurance . . . . .	21,484.08
Stationery and printing . . . . .	30,772.17
Outside agencies and advertising . . . . .	28,149.89
Contingencies and miscellaneous . . . . .	45,506.94
Repairs of bridges (including culverts and cattle- guards) . . . . .	157,939.99
Repairs of buildings . . . . .	226,878.97
" fences, road-crossings, and signs . . . . .	32,375.56
Renewal of rails . . . . .	113,273.09
Number tons steel laid, new steel . . . . .	7,671 tons
" " " old steel . . . . .	3,375 "
Total . . . . .	<u>11,046 tons</u>
Number tons iron laid, old iron . . . . .	478 "

\* Including passengers and freight to and from other roads starting from or stopping at stations on this road.

Renewal of ties . . . . .		\$128,131.16
Number laid, cross ties . . . . .	397,214	
" " switch ties . . . . .	7,505	
Total . . . . .	404,719	
Repairs of road-bed and track . . . . .		461,464.00
" locomotives . . . . .		282,278.31
Fuel for locomotives * . . . . .		468,943.24
[Tons of coal, 120,607; cords of wood, 1,335.]		
Water supply . . . . .		47,041.78
Oil and waste . . . . .		31,378.58
Locomotive service † . . . . .		360,498.95
Repairs of passenger cars . . . . .		258,181.50
Passenger-train service † . . . . .		197,411.59
" supplies . . . . .		34,886.08
Mileage passenger cars † . . . . .		11,006.00
Repairs of freight cars . . . . .		195,242.15
Freight-train service † . . . . .		212,205.73
" supplies . . . . .		9,461.20
Mileage freight cars † . . . . .		67,838.49
Telegraph expenses . . . . .		51,398.99
Loss and damage, freight and baggage . . . . .		6,654.27
" " property and cattle . . . . .		7,509.13
Personal injuries . . . . .		45,786.23
Agents' and station service † . . . . .		727,660.74
Station supplies . . . . .		112,074.87
Total operating expenses . . . . .		\$4,508,052.46
Taxes, state . . . . .		184,146.27
" local . . . . .		75,101.11
Total operating expenses and taxes . . . . .		\$4,767,299.84
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.		
Other expenditures charged to property account:		
Stock in Orchard Beach R. R . . . . .	\$632.00	
Real estate at Saco . . . . .	20,000.00	
" " Portland . . . . .	18,500.00	
Essex Railroad bonds . . . . .	42,100.00	
Total charges to property accounts . . . . .		\$81,232.00
Net addition to property account for the year . . . . .		\$81,232.00

\* Fuel for working-trains is charged to work done.

† Salaries and wages. ‡ Debit balances.

**Balance-Sheet, September 30, 1886.**

<b>ASSETS.</b>		
Cost of road . . . . .	\$9,620,937.63	
Cost of equipment . . . . .	1,308,180.00	
Lands in Dover and Old Orchard . . . . .	14,132.21	
" Portland . . . . .	18,500.00	
" Saco . . . . .	20,000.00	
Stock of Dover & Winnepesaukee R. R. . . . .	263,144.48	
Stock of Portland & Rochester R. R. . . . .	239,540.56	
Stock and bonds of Newburyport R. R. . . . .	302,493.95	
Stock of Danvers R. R. and account . . . . .	27,430.00	
" Orchard Beach R. R. . . . .	49,624.89	
Bonds of Danvers R. R. . . . .	125,000.00	
" Essex R. R. . . . .	42,100.00	
Steamer Mount Washington and wharves . . . . .	69,260.24	
<b>Total permanent investments . . . . .</b>		<b>\$12,100,343.96</b>
Cash . . . . .	\$215,020.45	
Bills receivable . . . . .	96,755.41	
Due from agents and companies . . . . .	477,722.95	
Materials and supplies . . . . .	808,156.64	
Sinking fund . . . . .	55,720.08	
Debit balances . . . . .	150,046.91	
Improvement accounts . . . . .	1,456,641.62	
<b>Total cash assets . . . . .</b>		<b>\$3,260,067.06</b>
<b>Total assets (as per books of the company) . . . . .</b>		<b>\$15,360,411.02</b>
<b>LIABILITIES.</b>		
Capital stock . . . . .		\$7,000,000.00
Funded debt . . . . .		4,426,000.00
Unfunded debt, viz.: . . . . .		2,086,861.89
Interest unpaid . . . . .	\$80,082.59	
Accrued, not due. \$70,755.09		
Uncalled for . . . . .	9,327.50	
Rents of other roads accrued, unpaid * . . . . .	649,423.36	
Dividends unpaid . . . . .	13,237.00	
Eastern R. R. lease . . . . .	170,240.33	
Notes payable . . . . .	300,000.00	
Sinking fund . . . . .	55,720.08	
Vouchers and accounts . . . . .	818,158.53	
<b>Profit and loss balance . . . . .</b>		<b>1,847,549.13</b>
<b>Total liabilities (as per books of the company) . . . . .</b>		<b>\$15,360,411.02</b>

\* Includes Eastern Railroad's proportion of surplus for the year, \$421,340.44.

MILEAGE, TRAFFIC, ETC.	
Passenger-train mileage . . . . .	3,084,970
Freight-train mileage . . . . .	1,507,212
Total revenue train mileage . . . . .	4,592,182
Switching-train mileage . . . . .	824,075
Other train mileage . . . . .	181,235
Total train mileage . . . . .	5,597,492
Number of season-ticket passengers * . . . . .	2,509,157
Number of local passengers (including season) . . . . .	16,325,621
Number of through passengers (to and from other roads going over and beyond this road) . . . . .	696,960
Total number of passengers carried . . . . .	17,022,581
Local passenger mileage (local passengers carried one mile) . . . . .	190,847,777
Through passenger mileage (through passengers carried one mile) . . . . .	33,375,514
Total passenger mileage . . . . .	224,223,291
Number tons local freight . . . . .	1,869,032
Number tons through freight (to and from other roads going over and beyond this road) . . . . .	834,169
Total number tons freight carried . . . . .	2,703,201
Local freight mileage (tons local freight carried one mile) . . . . .	74,820,383
Through freight mileage (tons through freight carried one mile) † . . . . .	54,305,488
Total freight mileage . . . . .	129,125,871
Average number of persons employed . . . . .	4,913

## DESCRIPTION OF ROAD.

Main line of road from Boston, Mass., to Portland, Me. . . . .	115.5 miles.
Main line of road in New Hampshire . . . . .	34.75 "
"    "    Maine . . . . .	44.0 "
"    "    Massachusetts . . . . .	36.75 "
Double track on main line . . . . .	70.96 "
Same in New Hampshire . . . . .	14.89 "
Branches owned by the company, viz.:	
Medford (single track) . . . . .	2.0 "
Methuen (double track, 1; single track, 2.75) . . . . .	3.75 "
Great Falls (single track) . . . . .	2.75 "
Total length of branches owned by company . . . . .	8.5 "
Total length of branches owned by company in New Hampshire . . . . .	2.75 "
Total length of branches owned by company in Massachusetts . . . . .	5.75 "
Double track on branches . . . . .	1.0 "
Total road belonging to this company ‡ . . . . .	124.0 "

\* Reckoning twelve passengers per week for time of each season ticket.

† Carried to and from other roads.

‡ 2.75 miles of Methuen Branch are operated by the Manchester & Lawrence Railroad.

Sidings and other tracks not above enumerated . . .	94.22 miles.
Same in New Hampshire . . . . .	20.01 "
Total length of track, computed as single track . . .	290.18 "
Same in New Hampshire . . . . .	72.40 "
Total length of steel rails in tracks, not including steel-top rails . . . . .	212.69 "
[Weights per yard, 60 and 72 lbs.]	

*Roads and Branches belonging to other Companies  
operated by this Company under lease or contract.*

Eastern R. R. of Massachusetts and branches, length*	118.32 miles.
Worcester, Nashua & Rochester R. R.,	94.48 "
Eastern R. R. in New Hampshire,	16.08 "
Portland, Saco & Portsmouth R. R.,	50.76 "
Portsmouth, Great Falls & Conway R. R.,	72.86 "
Wolfeborough R. R.,	12.03 "
Chelsea Beach R. R.,	1.78 "
Newburyport City R. R.,	2.24 "
Portsmouth & Dover R. R.,	10.88 "
Danvers R. R.,	9.259 "
Newburyport R. R.,	26.979 "
Lowell & Andover R. R.,	8.73 "
West Amesbury Branch R. R.,	4.5 "
Dover & Winnepesaukee R. R.,	29.0 "
Kennebunk & Kennebunkport R. R.,	4.5 "
Total length of above roads . . . . .	462.398 "
"    "    "    in New Hampshire . . . . .	195.2 "
"    "    "    in other States . . . . .	267.198 "
Eastern R. R. of Mass. and branches in Mass.	118.32 "
Worcester, Nashua & Rochester R. R.,	39.46 "
Chelsea Beach R. R.,	1.78 "
Newburyport City R. R.,	2.24 "
"    R. R.,	26.979 "
Danvers R. R.,	9.259 "
Lowell & Andover R. R.,	8.73 "
West Amesbury Branch R. R.,	2.25 "
Portland, Saco & Portsmouth R. R., in Maine.	50.76 "
Portsmouth, Great Falls & Conway R. R.,	2.92 "
Kennebunk & Kennebunkport R. R.,	4.5 "
Total length of above roads . . . . .	462.398 "
"    "    "    in New Hampshire . . . . .	195.2 "
"    "    "    in Massachusetts . . . . .	209.018 "
"    "    "    in Maine . . . . .	58.18 "
Total miles of road operated by this company *	583.65 "

\* 2.75 miles of Methuen Branch are operated by the Manchester & Lawrence Railroad.

Total miles of road operated by this company in New Hampshire . . . . .	232.7 miles.
Number of stations in New Hampshire on all roads operated by this company . . . . .	74
Number of telegraph offices in same . . . . .	48
Number of stations on all roads owned by this company . . . . .	62
Same in New Hampshire . . . . .	18

## EQUIPMENT.

	Leased.	Owned.	Total.
Number of locomotives.....	180	103	283
“ passenger cars.....	191	177	368
“ parlor or sleeping cars.....	3	12	15
“ baggage, mail, and express cars	53	37	90
“ freight cars (basis of 8 wheels)..	2,284½	1,919	4,203½
“ other cars.....	232	88	320
Snow-plows .....	27	14	41

## LIST OF ACCIDENTS.

	From causes beyond their own control (in New Hampshire).		From their own misconduct or carelessness (in New Hampshire).		Total in New Hampshire.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....				2		2	2	14
Employees..			2	5	2	5	10	28
Others.....			3	2	3	2	33	22
			5	9	5	9	45	64

## STATEMENT OF EACH ACCIDENT IN NEW HAMPSHIRE.

November 19, 1885. — John Hamil, a trespasser, was found lying dead between the tracks near Powwow River; he was supposed to have been struck by the night freight train.

*December 1.* — John E. Littlefield, brakeman, in coupling cars at Greenland, was caught and had his hand crushed.

*December 2.* — James C. White, an employe, in coupling cars near Portsmouth, was caught by his foot in a frog and run over and killed.

*December 7.* — James Rollins, a passenger, attempted to get upon a train after it had started from East Kingston, and fell under the wheels and had his left foot cut off.

*January 22, 1886.* — Clarence Champion, a section-foreman, in getting out of the way of a moving freight train at Milton, fell, and two wheels of the train passed over him, cutting off his leg.

*February 7.* — Eugene M. Hazeltine, brakeman, fell under a moving train near Hampton, and had one foot badly jammed.

*February 9.* — Calvin S. Haines, a brakeman, was struck by timber falling from a car, near Ossipee Centre, and had an arm fractured.

*February 17.* — Augustus L. Whitney, brakeman, fell from the top of a moving freight train near North Wakefield, and was run over, receiving injuries from which he soon afterward died.

*February 19.* — Stephen E. Jones, an employe, in coupling cars at Portsmouth, slipped and broke one of his legs.

*July 8.* — James Clark, a trespasser, lying upon the track leading to the engine-house at Portsmouth, was run over and killed by an engine.

*July 28.* — John Brown and Mrs. Adam Walker, occupants of a buggy, and reputed to have been intoxicated, attempted to cross the tracks in advance of an approaching train at Union, and were struck, the woman being killed and the man severely bruised.

*August 23.* — E. F. Nute, a passenger, jumped from a train after it had started from Dover and fell, receiving severe injuries on the head.

*August 27.* — Timothy Sullivan, a trespasser on the tracks at Portsmouth, had both legs cut off by an engine on its way to the engine-house.

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GENERAL INFORMATION.

Maximum weight of locomotives in working order .	60 tons.
Average " " " " .	33 "
Maximum weight of tenders full of fuel and water .	42½ "
Average " " " " .	21 "
Maximum weight of passenger cars . . .	28½ "
Average " " " " . . .	21 "
" " of mail and baggage cars . . .	18 "
" " of 8-wheel box freight cars . . .	9½ "

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Average weight of 4-wheel box freight cars . . .	41 tons.
" " of 8-wheel platform cars . . .	7 $\frac{1}{2}$ "
" " of 4-wheel " " . . .	3 $\frac{1}{2}$ "
Length of heaviest engine and tender, from center of forward truck-wheel of engine to center of rear wheel of tender . . .	46 $\frac{2}{3}$ feet.
Total length of heaviest engine and tender over all " " longest " " . . .	58 "
Number of locomotives equipped with train brake .	130
[Kind of brake, Westinghouse and Smith's vacuum.]	
Number of cars equipped with train brake . . .	473
[Kind of brake, Westinghouse and Smith's vacuum.]	
Number of passenger cars with Miller platform and buffer . . .	376
Number of miles of road operated by this company not furnished with telegraph facilities .	6.5 miles.
From Bradford, Mass., to Georgetown, Mass.	

## BRIDGES.

Number of trestle bridges of 25 feet length and upwards *	1
Aggregate length of same for single track . . .	72 ft.
Number of spans of iron bridges of 25 feet and upwards *	5
Aggregate length of same for single track . . .	185 ft.
" " " double " . . .	321 ft.
Number of spans of timber bridges of 25 feet and upwards *	3
Aggregate length of same for single track . . .	266 ft.
Number of crossings of highways at grade * . . .	43
" " " over railroad . . .	9
" " " under " . . .	3
" of highway bridges 18 feet above track . . .	1
" of highway bridges less than 18 feet above track . . .	8
Number of crossings at which gates or flagmen are maintained . . .	16
Number of crossings at which there are neither signals nor flagmen *	27
Number of railroad crossings at grade: * . . .	1
Concord R. R., Newmarket Junction.	
Number of railroad crossings over other railroads: *	1
Portsmouth, Great Falls & Conway Railroad, Salmon Falls.	

## RATES OF FARE, ETC.

Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company * . . . . .	2.14 cents.
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\* On miles of road owned in New Hampshire.

Average rate of fare per mile received from passengers to and from other roads . . . . .	1.687 cents.
Average rate of fare per mile for season-ticket passengers * . . . . .	.781 "
Average rate of fare per mile received from all passengers . . . . .	1.802 "
Average rate of local freight per ton per mile † . . . . .	2.782 "
Average rate of freight per ton per mile received from freight to and from other roads . . . . .	1.562 "
Average rate of freight per ton per mile received from all freight . . . . .	2.269 "
<b>CAPITAL STOCK.</b>	
Capital stock authorized by charter . . . \$7,000,000.00	
Capital stock authorized by votes of company . . . . . 7,000,000.00	
Capital stock issued (number of shares, 70,000); amount paid in . . . . .	\$7,000,000.00
Total amount paid in (as per books of the company) . . . . .	7,000,000.00
Total number of stockholders . . . . .	4,038
Number of stockholders in New Hampshire . . . . .	1,171
Amount of stock held in New Hampshire . . . . .	\$1,388,400.00
<b>DEBT.</b>	
Funded debt, as follows:	
Bonds due January 1, 1893; rate of interest, 7 per cent . . . . .	\$1,500,000.00
Interest accrued on same during year \$105,000.00 . . . . .	
Bonds due January 1, 1894; rate of interest, 7 per cent . . . . .	2,000,000.00
Interest accrued on same during year \$140,000.00 . . . . .	
Improvement bonds, due February 2, 1905; rate of interest, 4 per cent . . . . .	926,000.00
Interest accrued on same during year \$34,493.77 . . . . .	
Total amount of funded debt . . . . .	\$4,426,000.00

#### NAMES AND RESIDENCES OF OFFICERS.

George C. Lord, *President*, Newton, Mass.; James T. Furber, *General Manager*, Lawrence, Mass.; William J. Hobbs, *Auditor*, Malden, Mass.; William Merritt, Jr., *Superintendent Western Division*, Boston, Mass.; Daniel W. Sanborn, *Superintendent Eastern Division*, Portland, Me.; John W. Sanborn, *Superintendent North-*

\* Reckoning twelve passengers per week for time of each season ticket.  
† Rates as per tariff.

ern Division, Wolfeborough Junction, N. H. ; Charles Howard, Superintendent Worcester, Nashua & Portland Division, Worcester, Mass. — *Superintendents* ; W. J. C. Kenney, *General Freight Agent*, Danvers, Mass. ; Dana J. Flanders, *General Passenger Agent*, Malden, Mass. ; Amos Blanchard, *Treasurer*, Lowell, Mass. ; Chauncey P. Judd, *Clerk of Corporation*, Reading, Mass.

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Names and Residences of Directors Last Elected.

George C. Lord, Newton, Mass. ; Nathaniel G. White,\* Lawrence, Mass. ; Amos Paul, South Newmarket, N. H. ; Nathaniel J. Bradlee, Boston, Mass. ; William S. Stevens, Dover, N. H. ; James R. Nichols, Haverhill, Mass. ; Joseph S. Ricker, Deering, Me. ; Samuel C. Lawrence, Medford, Mass. ; Richard Olney, Boston, Mass. ; Frank Jones, Portsmouth, N. H.

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PROPER ADDRESS OF THE COMPANY :

BOSTON & MAINE RAILROAD,  
BOSTON, MASS.

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GEORGE C. LORD,  
*President.*

AMOS BLANCHARD,  
*Treasurer.*

JAMES T. FURBER,  
*General Manager.*

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STATE OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, November 22, 1886. Then personally appeared George C. Lord, Amos Blanchard, and James T. Furber, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

SAMUEL B. HILDRETH, *Justice of the Peace.*

\*Deceased.

# REPORT

## OF THE

### DOVER & WINNIPESAUKEE RAIL- ROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

#### GENERAL EXHIBIT FOR THE YEAR.

Total income . . . . .	\$30,393.35
Total expense (including taxes) . . . . .	388.13
Net income . . . . .	30,005.22
Dividends declared (6 per cent) . . . . .	28,800.00
Balance for the year (surplus) . . . . .	1,205.22
Balance at commencement of year . . . . .	\$22,478.40
Balance September 30, 1886 (surplus) . . . . .	23,683.62

#### ANALYSIS OF EARNINGS.

Rents for use of road . . . . .	\$29,000.00
Income from all other sources, viz.: . . . . .	1,393.35
Rents of tenements . . . . .	\$394.35
Interest and dividends . . . . .	999.00
Total income from all sources . . . . .	\$30,393.35

#### ANALYSIS OF EXPENSES.

Salaries of general officers and clerks . . . . .	\$75.00
Contingencies and miscellaneous . . . . .	1.50
Repairs of buildings . . . . .	240.51
Total expenses . . . . .	\$317.01
Taxes, local . . . . .	71.12
Total expenses and taxes . . . . .	\$388.13

#### PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.

Expenditures charged to property account: . . . . .	\$1,254.37
\$1,000 U. S. 4 per cent bond . . . . .	\$1,254.37
Net addition to property account for the year . . . . .	1,254.37

**Balance-Sheet, September 30, 1886.****ASSETS.**

Cost of road . . . . .	\$480,000.00	
Land and buildings in Alton, N. H. . . . .	5,000.00	
Stock of Dover & Winnepesaukee R. R. . . . .	12,815.00	
“ Atchison, Topeka & Santa Fe R.R. . . . .	1,183.00	
Bonds of United States . . . . .	4,061.87	
Total permanent investments . . . . .		\$503,059.87
Cash . . . . .	\$623.75	
Total cash assets . . . . .		623.75
Total assets (as per books of the company) . . . . .		\$503,683.62

**LIABILITIES.**

Capital stock . . . . .	\$480,000.00
Profit and loss balance . . . . .	23,683.62
Total liabilities (as per books of the company) . . . . .	\$503,683.62

**MILEAGE, TRAFFIC, ETC.**

This road is leased to and operated by the Boston & Maine Railroad. All traffic statistics are included in the report of that corporation.

**DESCRIPTION OF ROAD.**

Main line of road from Dover, N. H., to Alton Bay, N. H. . . . .	29.0 miles.
Main line of road in New Hampshire . . . . .	29.0 “
Total road belonging to this company . . . . .	29.0 “
Sidings and other tracks not above enumerated . . . . .	3.72 “
Same in New Hampshire . . . . .	3.72 “
Total length of track, computed as single track . . . . .	32.72 “
Same in New Hampshire . . . . .	32.72 “

*Roads and Branches belonging to other Companies operated by this Company under lease or contract.*

Number of stations on all roads owned by this company . . . . .	10
Same in New Hampshire . . . . .	10

**CAPITAL STOCK.**

Capital stock authorized by charter . . . . .	\$480,000.00
“ authorized by votes of company . . . . .	480,000.00

Capital stock issued (number of shares, 4,800); amount paid in . . . . .	\$480,000.00
Total amount paid in (as per books of the com- pany) . . . . .	480,000.00
Total number of stockholders . . . . .	137
Number of stockholders in New Hampshire . . . . .	107
Amount of stock held in N. Hampshire	\$234,200.00

#### NAMES AND RESIDENCES OF OFFICERS.

William Hale, *President*, Dover, N. H.; George W. Benn, *Treasurer* and *Clerk of Corporation*, Dover, N. H.

#### NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

William Hale, Dover, N. H.; George C. Lord, Newton, Mass.; John McDuffee, Rochester, N. H.; Elisha R. Brown, Dover, N. H.; Charles W. Woodman, Dover, N. H.; Amos Paul, South Newmarket, N. H.; William S. Stevens, Dover, N. H.

#### PROPER ADDRESS OF THE COMPANY:

DOVER & WINNIPISSEOGEE RAILROAD,  
DOVER, N. H.

GEORGE W. BENN,  
*Treasurer.*

#### STATE OF NEW HAMPSHIRE.

STRAFFORD, ss. November 12, 1886. Then personally appeared George W. Benn, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

ELI V. BREWSTER,  
*Justice of the Peace.*

# REPORT

## OF THE

### EASTERN RAILROAD COMPANY IN NEW HAMPSHIRE

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

GENERAL EXHIBIT FOR THE YEAR.	
Total income . . . . .	\$22,613.50
Total expense (including taxes) . . . . .	466.50
Net income . . . . .	22,147.00
Dividends declared, $4\frac{1}{2}$ per cent	
ANALYSIS OF EARNINGS.	
Rents for use of road . . . . .	\$22,500.00
Income from all other sources . . . . .	113.50
Total income from all sources . . . . .	\$22,613.50
Balance-Sheet, September 30, 1886.	
ASSETS.	
Cost of road . . . . .	\$780,535.36
Cash . . . . .	4,792.63
Total cash assets . . . . .	\$785,327.99
LIABILITIES.	
Capital stock . . . . .	\$492,500.00
Dividends unpaid . . . . .	2,707.21
Profit and loss balance . . . . .	290,120.78
Total liabilities (as per books of the company)	\$785,327.99

DESCRIPTION OF ROAD.	
Main line of road from New Hampshire state line to Maine state line . . . . .	16.08 miles.
Track completed.	
Double track on main line . . . . .	5.94 "
Same in New Hampshire . . . . .	5.94 "
Sidings and other tracks not above enumerated . . . . .	10.51 "
Total length of track, computed as single track . . . . .	32.53 "
Total length of steel rails in tracks, not including steel-top rails . . . . .	22.56 "
[Weights per yard, 58, 60, 63, and 67.]	
<i>Roads and Branches belonging to other Companies operated by this Company under lease or contract.</i>	
Number of stations in New Hampshire on all roads operated by this company . . . . .	6
Number of telegraph offices in same . . . . .	6
Number of stations on all roads owned by this company . . . . .	6
BRIDGES.	
Number of trestle bridges of 25 feet length and upwards . . . . .	1
Aggregate length of same for single track . . . . .	429 feet.
Number of spans of iron bridges of 25 feet and upwards . . . . .	1
Aggregate length of same for single track . . . . .	37 feet.
Number of spans of timber bridges of 25 feet and upwards . . . . .	2
Aggregate length of same for single track . . . . .	95 feet.
Number of crossings of highways at grade . . . . .	16
"    "    "    over railroad . . . . .	5
"    "    "    under " . . . . .	1
Number of highway bridges less than 18 feet above track . . . . .	5
Number of crossings at which gates or flagmen are maintained . . . . .	12
Number of crossings at which there are neither signals nor flagmen . . . . .	4
Number of railroad crossings at grade: . . . . .	1
Concord & Portsmouth, at Portsmouth.	
CAPITAL STOCK.	
Capital stock authorized by charter . . . . .	\$500,000.00
Capital stock authorized by votes of company . . . . .	500,000.00
Capital stock issued; amount paid in . . . . .	\$492,500.00
Total number of stockholders . . . . .	403
Number of stockholders in New Hampshire . . . . .	218
Amount of stock held in " " . . . . .	\$300,800.00



## NAMES AND RESIDENCES OF OFFICERS.

Moody Currier, *President*, Manchester, N. H.; Edward A. Abbot, *Treasurer*, Concord, N. H.; W. H. Hackett, *Clerk of Corporation*, Portsmouth, N. H.

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## NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Moody Currier, Manchester, N. H.; Dexter Richards, Newport, N. H.; Edward L. Giddings, Beverly, Mass.; Edward A. Abbot, Concord, N. H.; William H. Goodwin, Boston, Mass.; Frank A. Philbrick, Rye, N. H.; Samuel C. Eastman, Concord, N. H.

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## PROPER ADDRESS OF THE COMPANY:

EASTERN RAILROAD IN NEW HAMPSHIRE,  
52 OLIVER STREET, BOSTON, MASS.

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SAMUEL C. EASTMAN,  
EDWARD A. ABBOT,  
WM. H. GOODWIN,

*Directors.*

EDWARD A. ABBOT,

*Treasurer.*

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## STATE OF MASSACHUSETTS.

SUFFOLK, SS. BOSTON, November 10, 1886. Then personally appeared Samuel C. Eastman, Edward A. Abbot, and William H. Goodwin, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

HENRY BRADLEE,

*Justice of the Peace.*

# REPORT OF THE PORTSMOUTH & DOVER RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

GENERAL EXHIBIT FOR THE YEAR.	
(The Portsmouth & Dover Railroad is leased to the Eastern Railroad in New Hampshire at 6 per cent on \$769,000.00 per annum.)	
Total income . . . . .	\$46,140.00
Net income . . . . .	46,140.00
Dividends declared (6 per cent) . . . . .	46,140.00
Balance at commencement of year . . . . .	\$2,790.05
Add . . . . .	112.70
Balance at commencement of year as so changed . . . . .	\$2,902.75
Balance September 30, 1886 . . . . .	2,902.75
Balance-Sheet, September 30, 1886.	
ASSETS.	
Cost of road . . . . .	\$768,400.00
Total permanent investments . . . . .	\$768,400.00
Cash . . . . .	\$3,523.75
Bills receivable . . . . .	600.00
	4,123.75
Total assets (as per books of the company) . . . . .	\$772,523.75
LIABILITIES.	
Capital stock . . . . .	\$769,000.00
Unfunded debt, viz.: . . . . .	621.00
Dividends unpaid . . . . .	\$621.00
Profit and loss balance . . . . .	2,902.75
Total liabilities (as per books of the company) . . . . .	\$772,523.75

DESCRIPTION OF ROAD.	
Main line of road from Portsmouth to Dover . . .	10.88 miles.
“ “ in New Hampshire . . .	10.88 “
Total road belonging to this company . . .	10.88 “
Sidings and other tracks not above enumerated . . .	2.0 “
Same in New Hampshire . . .	2.0 “
Total length of track, computed as single track . . .	12.88 “
Same in New Hampshire . . .	12.88 “
Total length of steel rails in tracks, not including steel-top rails . . .	2.55 “
[Weights per yard, 58 and 60 lbs.]	
Number of stations in New Hampshire on all roads operated by this company . . .	5
Number of stations on all roads owned by this company . . .	5
Same in New Hampshire . . .	5
BRIDGES.	
Number of trestle bridges of 25 feet length and upwards * . . .	1
Number of spans of timber bridges of 25 feet and upwards * . . .	7
Aggregate length of same for single track 620 ft. . .	10
Number of crossings of highways at grade * . . .	1
“ “ “ over railroad . . .	1
Number of highway bridges less than 18 feet above track . . .	1
Number of crossings at which gates or flagmen are maintained . . .	4
Number of crossings at which there are neither signals nor flagmen * . . .	6
CAPITAL STOCK.	
Capital stock authorized by charter . . .	\$769,000.00
Capital stock authorized by votes of company . . .	769,000.00
Capital stock issued (number of shares, 7,690); amount paid in . . .	\$769,000.00
Total amount paid in (as per books of the company) . . .	769,000.00
Total number of stockholders . . .	159
Number of stockholders in New Hampshire . . .	149
Amount of stock held in “ . . .	\$751,500.00

\* In New Hampshire, on miles of road owned.

## NAMES AND RESIDENCES OF OFFICERS.

Frank Jones, *President*, Portsmouth, N. H. ; George L. Treadwell, *Treasurer*, Portsmouth, N. H. ; Calvin Page, *Clerk of Corporation*, Portsmouth, N. H.

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## NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Frank Jones, Daniel Marcy, Joseph A. Walker, and Marcellus Eldredge, Portsmouth, N. H. ; Charles H. Sawyer, Frank A. Christie, and Richard N. Ross, Dover, N. H.

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## PROPER ADDRESS OF THE COMPANY :

PORTSMOUTH & DOVER RAILROAD,  
PORTSMOUTH, N. H.

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FRANK JONES,  
*President.*

GEORGE L. TREADWELL,  
*Treasurer.*

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## STATE OF NEW HAMPSHIRE.

ROCKINGHAM, ss. December 1, 1886. Then personally appeared Frank Jones, president, and George L. Treadwell, treasurer, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

CALVIN PAGE, *Justice of the Peace.*

# REPORT

## OF THE

### PORTSMOUTH, GREAT FALLS & CON- WAY RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

#### GENERAL EXHIBIT FOR THE YEAR.

Total income . . . . .	\$45,069.32
Net income . . . . .	45,069.32
Interest accrued during the year on funded debt . . . . .	45,000.00
Balance for the year . . . . .	69.32
Balance at commencement of year as so changed . . . . .	648.36
Balance September 30, 1886 . . . . .	717.68

#### ANALYSIS OF EARNINGS.

Rents for use of road . . . . .	\$45,000.00
Income from all other sources, viz.: . . . . .	69.32
Interest on deposit at bank . . . . .	\$69.32
Total income from all sources . . . . .	\$45,069.32

(This road is operated by the Boston & Maine Railroad as one line between North Conway & Boston. The receipts and expenses are included in the returns of that road. This road receives a rental therefor, payable semi-annually, of \$45,000, which pays the interest on its funded debt of \$1,000,000.)

#### Balance Sheet, September 30, 1886.

##### ASSETS.

Cost of road . . . . .	\$2,086,250.00
Cost of equipment . . . . .	64,050.00
Total permanent investments . . . . .	\$2,150,300.00

Cash . . . . .	2,236.43
Total assets (as per books of the company) . . . . .	\$2,152,536.43
LIABILITIES.	
Capital stock . . . . .	\$1,150,300.00
Funded debt . . . . .	1,000,000.00
Unfunded debt, interest coupons unpaid . . . . .	1,518.75
Profit and loss balance . . . . .	717.68
Total liabilities (as per books of the company) . . . . .	\$2,152,536.43
DESCRIPTION OF ROAD.	
Main line of road from Conway Junction to North Conway . . . . .	72.86 miles.
Main line of road in New Hampshire . . . . .	69.94 "
" " in Maine . . . . .	2.92 "
Total road belonging to this company . . . . .	72.86 "
Sidings and other tracks not above enumerated . . . . .	10.14 "
Same in New Hampshire . . . . .	8.58 "
Total length of track, computed as single track . . . . .	83.0 "
Same in New Hampshire . . . . .	78.52 "
Total length of steel rails in tracks, not including steel-top rails . . . . .	25.78 "
[Weights per yard, 58 and 60 lbs.]	
Number of stations on all roads owned by this company . . . . .	18
Same in New Hampshire . . . . .	17
EQUIPMENT.	
This road owns a small amount of equipment, which is included in the lease to the Eastern Railroad Co., but the lessees furnishing the necessary equipment, the detail of the small part in service which is owned by this company would convey no useful information. The whole is shown in reports of the Boston & Maine Railroad, to which it has been re-leased.	
STATEMENT OF ACCIDENTS IN NEW HAMPSHIRE.	
Included in Boston & Maine Railroad report.	
GENERAL INFORMATION.	
Included in Boston & Maine Railroad report.	

## BRIDGES BUILT WITHIN THE YEAR IN NEW HAMPSHIRE.

Location.	Kind.	Material.	Length.	When built.
Milton Three Ponds.....	Pile.	Wood.	240 feet.	1886.

## BRIDGES.

Number of trestle bridges of 25 feet length and upwards*	12
Aggregate length of same for single track 3,512 ft.	
Number of spans of iron bridges of 25 feet and upwards*	8
Aggregate length of same for single track 626 ft.	
Number of spans of timber bridges of 25 feet and upwards*	10
Aggregate length of same for single track 512 ft.	
Number of crossings of highways at grade*	68
"                    "                    over railroad	3
"                    "                    under "                    "	5
" highway bridges 18 feet above track	1
"                    "                    less than 18 feet above track	2
Number of crossings at which gates or flagmen are maintained	2
Number of crossings at which there are neither signals nor flagmen*	66
Number of railroad crossings at grade*:	1
Portland & Rochester, at Rochester.	
Number of railroad crossings under other railroads*:	1
Boston & Maine, at Salmon Falls.	

## CAPITAL STOCK.

Capital stock authorized by votes of company	\$1,150,300.00
Total amount paid in (as per books of the company)	\$1,150,300.00
Total number of stockholders	440
Number of stockholders in New Hampshire	85
Amount of stock held in New Hampshire	\$127,000

## DEBT.

Funded debt, as follows:	
Bonds due June 1, 1937; rate of interest, 4½ per cent per annum	\$1,000,000.00
Total amount of funded debt	1,000,000.00

\* In New Hampshire, on miles of road owned.

## NAMES AND RESIDENCES OF OFFICERS.

Arthur Sewall, *President*, Bath, Me.; N. G. Chapin, *Treasurer*, Brookline, Mass.; Wallace Hackett, *Clerk of Corporation*, Portsmouth, N. H.

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## NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Arthur Sewall, Bath, Me.; Samuel C. Lawrence, Medford, Mass.; Frank Jones, Portsmouth, N. H.; John W. Sanborn, Wakefield, N. H.; Charles H. Sawyer, Dover, N. H.

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## PROPER ADDRESS OF THE COMPANY:

PORTSMOUTH, GREAT FALLS & CONWAY RAILROAD,  
CAUSEWAY STREET, BOSTON, MASS.

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ARTHUR SEWALL,  
*President.*  
N. G. CHAPIN,  
*Treasurer.*

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## STATE OF MASSACHUSETTS.

SUFFOLK, ss. November 24, 1886. Then personally appeared Arthur Sewall, president, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

N. G. CHAPIN, *Justice of the Peace.*

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## STATE OF MASSACHUSETTS.

SUFFOLK, ss. November 24, 1886. Then personally appeared N. G. Chapin, treasurer, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

FRANCIS I. AMORY,  
*Justice of the Peace.*



# REPORT

## OF THE

### WEST AMESBURY BRANCH RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

GENERAL EXHIBIT FOR THE YEAR.	
Total income . . . . .	\$5,700.00
Total expense (including taxes) . . . . .	588.65
Net income . . . . .	5,111.35
Interest accrued during year: . . . . .	3,990.00
On funded debt . . . . .	\$3,990.00
Dividends declared (2 per cent) . . . . .	1,140.00
Balance for the year (deficit) . . . . .	18.65
Balance at commencement of year . . . . .	\$191.87
Balance at commencement of year as so changed . . . . .	191.87
Balance September 30, 1886 . . . . .	173.22
ANALYSIS OF EARNINGS.	
Rents for use of road . . . . .	\$5,700.00
Total income from all sources . . . . .	5,700.00
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks . . . . .	\$50.00
Legal expenses . . . . .	80.00
Stationery and printing . . . . .	1.50
Total operating expenses . . . . .	\$131.50
Taxes, state . . . . .	457.15
Total operating expenses and taxes . . . . .	\$588.65

Balance-Sheet, September 30, 1886.	
<b>ASSETS.</b>	
Cost of road . . . . .	\$114,000.00
Total permanent investments . . . . .	\$114,000.00
Cash . . . . .	\$323.22
Total cash assets . . . . .	323.22
Total assets (as per books of the company) . . . . .	\$114,323.22
<b>LIABILITIES.</b>	
Capital stock . . . . .	\$57,000.00
Funded debt . . . . .	57,000.00
Unfunded debt, viz.:	
Interest unpaid . . . . .	\$63.00
Dividends unpaid . . . . .	87.00
	150.00
Profit and loss balance . . . . .	173.22
Total liabilities (as per books of the company) . . . . .	\$114,323.22
<b>DESCRIPTION OF ROAD.</b>	
Main line of road from Merrimac to Newton, N. H. . . . .	4.45 miles.
"    "    in Massachusetts . . . . .	2.13 "
"    "    in New Hampshire . . . . .	2.32 "
Sidings and other tracks not above enumerated . . . . .	.49
Same in New Hampshire . . . . .	.38
Total length of track, computed as single track . . . . .	4.94
Same in New Hampshire . . . . .	2.7
<i>Roads and Branches belonging to other Companies operated by this Company under lease or contract.</i>	
Number of stations on all roads owned by this company . . . . .	2
Same in New Hampshire . . . . .	1
<b>CAPITAL STOCK.</b>	
Capital stock authorized by charter . . . . .	\$150,000.00
Capital stock authorized by votes of company . . . . .	114,000.00
Capital stock issued (number of shares, 570); amount paid in . . . . .	\$57,000.00
Total amount paid in (as per books of the company) . . . . .	57,000.00
Total number of stockholders . . . . .	31
Number of stockholders in New Hampshire . . . . .	2
Amount of stock held in " " . . . . .	\$700.00

DEBT.	
Funded debt, as follows:	
Bonds due July 1, 1893; rate of interest, 7 per cent	\$57,000.00
Interest paid on same during year	\$3,962.00
Total amount of funded debt . . . . .	57,000.00

## NAMES AND RESIDENCES OF OFFICERS.

William H. Haskell, *President*; Daniel J. Poore, *Treasurer* and *Clerk of Corporation*.

## NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

William H. Haskell, Benjamin F. Sargent, Albert Sargent, John Cleary, Merrimac, Mass.; Michael F. Hoyt, Atkinson, N. H.

## PROPER ADDRESS OF THE COMPANY:

WEST AMESBURY BRANCH RAILROAD COMPANY,  
MERRIMAC, ESSEX CO., MASS.

WILLIAM H. HASKELL,  
ALBERT SARGENT,  
JOHN CLEARY,

*Directors.*

DANIEL J. POORE,

*Treasurer.*

## STATE OF NEW HAMPSHIRE.

ESSEX, ss. November 9, 1886. Then personally appeared William H. Haskell, Albert Sargent, and John Cleary, directors, and Daniel J. Poore, treasurer, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JAMES D. PIKE,  
*Notary Public*

REPORT  
OF THE  
WOLFEBOROUGH RAILROAD COMPANY  
FOR THE YEAR ENDING SEPTEMBER 30, 1886.

GENERAL EXHIBIT FOR THE YEAR.	
Total income . . . . .	\$23,130.00
Net income . . . . .	23,130.00
Dividends declared (6 per cent) . . . . .	23,130.00
ANALYSIS OF EARNINGS.	
Rents for use of road . . . . .	\$23,130.00
Total income from all sources . . . . .	23,130.00
Leased to the Eastern Railroad for annual rental of \$6.00 per share per annum, payable semi-annually, and included in the Eastern lease to the Boston & Maine on same terms.	
Balance-Sheet, September 30, 1886.	
ASSETS.	
Cost of road . . . . .	\$385,500.00
Cash . . . . .	96.00
Total assets (as per books of the company) . . . . .	\$385,596.00
LIABILITIES.	
Capital stock . . . . .	\$385,500.00
Dividends unpaid . . . . .	96.00
Total liabilities (as per books of the company) . . . . .	\$385,596.00

DESCRIPTION OF ROAD.	
Main line of road from Wolfeborough Junction to Wolfeborough . . . . .	12.03 miles.
Main line of road in New Hampshire . . . . .	12.03 "
Total road belonging to this company . . . . .	12.03 "
Sidings and other tracks not above enumerated . . . . .	.8 "
Same in New Hampshire . . . . .	.8 "
Total length of track, computed as single track . . . . .	12.83 "
Same in New Hampshire . . . . .	12.83 "
Number of stations on all roads owned by this company . . . . .	4
Same in New Hampshire . . . . .	4
No equipment.	
STATEMENT OF ACCIDENTS IN NEW HAMPSHIRE.	
Included in report of Boston & Maine Railroad.	
BRIDGES.	
Number of trestle bridges of 25 feet length and upwards * . . . . .	5
Aggregate length of same for single track 383 ft.	
Number of spans of timber bridges of 25 feet and upwards * . . . . .	2
Aggregate length of same for single track 62 ft.	
Number of crossings of highways at grade * . . . . .	11
Number of crossings at which there are neither signals nor flagmen * . . . . .	11
CAPITAL STOCK.	
Capital stock authorized by votes of company . . . . .	\$385,500.00
Capital stock issued (number of shares, 3,855); amount paid in . . . . .	\$385,500.00
Total amount paid in (as per books of the company) . . . . .	385,500.00
Total number of stockholders . . . . .	84
Number of stockholders in New Hampshire . . . . .	66
Amount of stock held in New Hampshire . . . . .	\$27,300.00

\* In New Hampshire, on miles of road owned.

## NAMES AND RESIDENCES OF OFFICERS.

Arthur Sewall, *President*, Bath, Me.; N. G. Chapin, *Treasurer*, Brookline, Mass.; John L. Peavey, *Clerk of Corporation*, Wolfborough, N. H.

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## NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Arthur Sewall, Bath, Me.; Charles H. Sawyer, Dover, N. H.; Frank Jones, Portsmouth, N. H.; John M. Brackett, Wolfborough, N. H.; Saml. C. Lawrence, Medford, Mass.; Joseph L. Avery, Wolfborough, N. H.; John W. Sanborn, Wakefield, N. H.

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## PROPER ADDRESS OF THE COMPANY:

## WOLFEBOROUGH RAILROAD,

N. G. CHAPIN, *Treasurer*, CAUSEWAY STREET, BOSTON, MASS.

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ARTHUR SEWALL,

*President.*

N. G. CHAPIN,

*Treasurer.*

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## STATE OF MASSACHUSETTS.

SUFFOLK, ss. November 24, 1886. Then personally appeared Arthur Sewall, president, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

N. G. CHAPIN, *Justice of the Peace.*

## STATE OF MASSACHUSETTS.

SUFFOLK, ss. November 24, 1886. Then personally appeared N. G. Chapin, treasurer, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

FRANCIS I. AMORY, *Justice of the Peace.*

# REPORT

## OF THE

### WORCESTER, NASHUA & ROCHESTER RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

#### GENERAL EXHIBIT FOR THE YEAR.

Total income . . . . .		\$369,042.36
Total expense (including taxes) . . . . .		104,528.59
Net income . . . . .		264,513.77
Interest accrued during the year : . . . . .		82,991.04
On funded debt . . . . .	\$79,666.66	
On other debt . . . . .	3,324.38	
Dividends declared (3 per cent) . . . . .		91,869.00
Balance for the year . . . . .		89,653.73
Balance at commencement of year . . . . .	\$90,236.21	
Deduct :		
For personal injuries, legal expenses, re- bates on freight, Clinton wash-out, etc. . . . .	\$29,841.84	
Charged profit and loss on account of distribution of stock . . . . .	278,000.00	
		\$307,841.84
Balance at commencement of year as so changed . . . . .		217,605.63
Balance September 30, 1886 (deficit) . . . . .		127,951.90

(The railroad and property of this company has been leased to the Boston & Maine Railroad, and has been operated by said railroad since January 1, 1886; consequently comparisons of earnings, expenses, etc., cannot be made with the previous year.)

## ANALYSIS OF EARNINGS.

From local passengers, three months (all passengers starting from or stopping at any station on this road)	\$21,150.21
From through passengers, three months (to and from other roads over and beyond this road)	26,599.08
From express and extra baggage	2,393.54
From mails	3,017.65
From other sources, passenger department	555.01
Total earnings from passenger department	53,715.49
From local freight (all freight starting from or stopping at any station on this road)	24,405.09
From through freight (to and from other roads over and beyond this road)	86,108.53
From other sources, freight department	4,604.73
Total earnings from freight department	115,118.35
Total transportation earnings	168,833.84
Rents for use of road, nine months	187,500.00
Income from all other sources, viz.:	12,708.52
Rent of land and buildings	\$2,208.52
Premium on bonds	10,500.00
Total income from all sources	\$369,042.36

## ANALYSIS OF EXPENSES.

Salaries of general officers and clerks	\$7,687.93
Legal expenses	517.23
Insurance	407.00
Stationery and printing	1,017.15
Outside agencies and advertising	813.20
Contingencies and miscellaneous	2,299.07
Repairs of bridges (including culverts and cattle-guards)	1,124.33
Repairs of buildings	1,407.39
Repairs of fences, road-crossings, and signs	896.34
Renewal of rails	4,610.40
[No. tons steel laid, 439.]	
Renewal of ties	1,955.39
[No. laid, 4,888.]	
Repairs of road-bed and track	11,022.56
Repairs of locomotives	4,157.38
Fuel for locomotives	15,865.41
[Tons of coal, 3,777.]	
Water supply	724.71
Oil and waste	586.23
Locomotive service	8,831.32
Repairs of passenger cars	2,558.56
Passenger-train service	3,761.37
“ supplies	840.23



Repairs of freight cars . . . . .	\$3,246.88
Freight-train service . . . . .	12,043.18
"    supplies . . . . .	398.77
Mileage freight cars . . . . .	6,391.59
Telegraph expenses . . . . .	743.23
Loss and damage, freight and baggage . . . . .	39.02
"    "    property and cattle . . . . .	78.00
Personal injuries . . . . .	147.00
Agents' and station service . . . . .	9,223.85
Station supplies . . . . .	1,034.77
Total operating expenses . . . . .	\$104,429.49
Taxes, local . . . . .	99.10
Total operating expenses and taxes . . . . .	\$104,528.59

**Balance-Sheet, September 30, 1886.**

**ASSETS.**

Cost of road . . . . .	\$4,138,584.99	
Cost of equipment . . . . .	415,336.03	
Total permanent investments . . . . .		\$4,553,921.02
Cash . . . . .	\$16,025.47	
Debit balances . . . . .	64,149.11	
Worcester, Nashua & Rochester Rail- road stock . . . . .	35,300.00	
Total cash assets . . . . .		115,474.58
Profit and loss balance . . . . .		127,951.90
Total assets (as per books of the company) . . . . .		\$4,797,347.50

**LIABILITIES.**

Capital stock . . . . .	\$3,099,800.00
Funded debt . . . . .	1,662,000.00
Unfunded debt, viz.: . . . . .	35,547.50
Interest unpaid . . . . .	\$3,547.50
Notes payable . . . . .	32,000.00
Total liabilities (as per books of the company) . . . . .	\$4,797,347.50

*Present or Contingent Liabilities not Included in the  
Balance-Sheet.*

Bonds guaranteed by this company, or a lien on its road, viz.: . . . . .	\$575,000.00
Nashua & Rochester.	
Total (not included in Balance-Sheet) . . . . .	\$575,000.00

## MILEAGE, TRAFFIC, ETC.

Passenger-train mileage, three months, to January 1, 1886 . . . . .	62,339
Freight-train mileage . . . . .	65,762
Total revenue train mileage . . . . .	128,101
Switching-train mileage . . . . .	36,703
Other train mileage . . . . .	2,529
Total train mileage . . . . .	167,333
Number of season-ticket passengers . . . . . 17,992	
Number of local passengers (including season) . . . . .	71,596
Number of through passengers (to and from other roads going over and beyond this road) . . . . .	37,257
Total number of passengers carried . . . . .	108,853
Local passenger mileage (local passengers carried one mile) . . . . .	868,520
Through passenger mileage (through passengers carried one mile) . . . . .	910,241
Total passenger mileage . . . . .	1,778,761
Number tons local freight . . . . .	16,523
Number tons through freight (to and from other roads going over and beyond this road) . . . . .	107,618
Total number tons freight carried . . . . .	124,141
Local freight mileage (tons local freight carried one mile) . . . . .	604,458
Through freight mileage (tons through freight carried one mile) . . . . .	3,647,113
Total freight mileage . . . . .	4,251,571
Average number of persons employed . . . . .	400

## DESCRIPTION OF ROAD.

Main line of road from Worcester, Mass., to Rochester, N. H. . . . .	94.48 miles.
Main line of road in New Hampshire . . . . .	55.02 "
" " in Massachusetts . . . . .	39.46 "
Double track on main line . . . . .	18.13 "
Total road belonging to this company . . . . .	94.48 "
Sidings and other tracks not above enumerated . . . . .	20.10 "
Same in New Hampshire . . . . .	7.6 "
Total length of track, computed as single track . . . . .	132.71 "
Same in New Hampshire . . . . .	62.62 "
Total length of steel rails in tracks, not including steel-top rails . . . . .	79.23 "
[Weights per yard, 56 to 60 lbs.]	

*Roads and Branches belonging to other Companies operated by this Company under lease or contract.*

Total miles of road operated by this company to January 1, 1886 . . . . .	94.48 miles.
Total miles of road operated by this company in New Hampshire to January 1, 1886 . . . . .	55.02 "

## EQUIPMENT.

	Leased.	Owued.	Total.
Number of locomotives .....		24	24
“ passenger cars .....		19	19
“ parlor or sleeping cars .....		3	3
“ baggage, mail, and express cars. ....		9	9
“ freight cars (basis of 8 wheels).....		417½	417½

## STATEMENT OF EACH ACCIDENT IN NEW HAMPSHIRE.

*November 6, 1885.*—Patrick Keating, freight conductor, was injured while coupling cars at Hampstead. Not seriously injured.

*November 29.*—James Coffey killed at Ash-street crossing in Nashua by falling in front of switch-engine, cars and engine passing over his body.

GENERAL INFORMATION.	
Maximum weight of locomotives in working order .	120,000 lbs.
Average “ “ “ “ “ “	96,057 “
Maximum weight of tenders full of fuel and water	40,000 “
Average “ “ “ “ “ “	33,437 “
Maximum weight of passenger cars . . . . .	54,000 “
Average “ “ “ “ “ “	40,200 “
“ “ mail and baggage cars . . . . .	33,427 “
“ “ 8-wheel box freight cars . . . . .	17,000 “
“ “ 4-wheel “ “ “ “ . . . . .	9,150 “
“ “ 8-wheel platform cars . . . . .	14,000 “
“ “ 4-wheel “ “ “ “ . . . . .	8,000 “
Length of heaviest engine and tender, from center of forward truck-wheel of engine to center of rear wheel of tender . . . . .	45 feet.
Total length of heaviest engine and tender over all	55 “
Number of locomotives equipped with train brake .	5
[Kind of brake, Westinghouse automatic.]	
Number of cars equipped with train brake . . . . .	26
[Kind of brake, Westinghouse automatic.]	
Number of passenger cars with Miller platform and buffer . . . . .	21
BRIDGES.	
Number of trestle bridges of 25 feet length and upwards . . . . .	14

Aggregate length of same for single track, 1,998.14 feet.	
Number of spans of timber bridges of 25 feet and upwards	15
Number of crossings of highways at grade	98
"                    "            over railroad	3
"                    "            under "            "	2
"            highway bridges 18 feet above track	3
Number of highway bridges less than 18 feet above track	2
Number of crossings at which gates or flagmen are maintained	5
Number of crossings at which there are neither signals nor flagmen	5
Number of railroad crossings at grade:	3

## RATES OF FARE, ETC.

Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company	3.16 cents.
Average rate of fare per mile received from passengers to and from other roads	2.76 "
Average rate of fare per mile for season-ticket passengers	.89 "
Average rate of fare per mile received from all passengers	2.73 "
Average rate of local freight per ton per mile	3.54 "
Average rate of freight per ton per mile received from freight to and from other roads	2.12 "
Average rate of freight per ton per mile received from all freight	2.31 "

## CAPITAL STOCK.

Capital stock authorized by charter	\$3,600,000.00	
Capital stock authorized by votes of company	3,099,800.00	
Capital stock issued (number of shares, 30,998); amount paid in		\$3,099,800.00
Total amount paid in (as per books of the company)		3,099,800.00
Total number of stockholders	818	
Number of stockholders in New Hampshire	205	
Amount of stock held in "            "	\$339,500.00	

DEBT.	
Funded debt, as follows:	
Mortgage bonds, due on demand . . . . .	\$12,000.00
Mortgage bonds due May 1, 1887; rate of interest, 5 per cent . . . . .	275,000.00
Interest paid on same during year . . . . .	\$13,750.00
Mortgage bonds due April 1, 1893; rate of interest, 5 per cent . . . . .	250,000.00
Interest paid on same during year . . . . .	\$12,500.00
Mortgage bonds due February 1, 1895; rate of interest, 5 per cent . . . . .	400,000.00
Interest paid on same during year . . . . .	\$20,000.00
Mortgage bonds due April 1, 1894; rate of interest, 5 per cent . . . . .	575,000.00
Interest paid on same during year . . . . .	\$32,916.66
Mortgage bonds due January 1, 1906; rate of interest, 4 per cent . . . . .	150,000.00
Interest paid on same during year . . . . .	\$500.00
Total amount of funded debt. . . . .	\$1,662,000.00

## NAMES AND RESIDENCES OF OFFICERS.

Charles A. Sinclair, *President*, Portsmouth, N. H.; T. W. Hammond, *Treasurer and Clerk of Corporation*, Worcester, Mass.

## NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Charles A. Sinclair, Frank Jones, Portsmouth, N. H.; George W. Armstrong, Brookline, Mass.; Frank A. McKean, Charles Holman, John A. Spalding, Nashua, N. H.; George C. Lord, Newton, Mass.; James P. Cook, Salem, Mass.; Elijah B. Stoddard, Worcester, Mass.

## PROPER ADDRESS OF THE COMPANY:

WORCESTER, NASHUA & ROCHESTER RAILROAD  
COMPANY,

WORCESTER, MASS.

CHARLES A. SINCLAIR,  
GEORGE W. ARMSTRONG,  
J. A. SPALDING,  
CHARLES HOLMAN,  
E. B. STODDARD,

*Directors.*

T. W. HAMMOND,

*Treasurer.*

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STATE OF NEW HAMPSHIRE.

WORCESTER, ss. December 21, 1886. Then personally appeared Charles A. Sinclair, George W. Armstrong, J. A. Spalding, Charles Holman, E. B. Stoddard, and T. W. Hammond, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

EDWARD DAVIS STODDARD,

*Justice of the Peace.*

# REPORT OF THE CHESHIRE RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

## GENERAL EXHIBIT FOR THE YEAR.

Total income . . . . .		\$628,072.45
Total expense (including taxes) . . . . .		393,633.63
Net income . . . . .		234,438.82
Rentals: . . . . .		51,727.95
V. & M. R. R. . . . .	\$51,000.00	
M. R. R. . . . .	727.95	
Interest accrued during year . . . . .		48,000.00
Dividends declared (5 per cent) . . . . .		105,000.00
Balance for the year (surplus) . . . . .		29,710.87
Balance at commencement of year . . . . .	\$65,590.90	
Balance at commencement of year as so changed . . . . .		65,590.90
Balance September 30, 1886 (surplus) . . . . .		95,301.77

## ANALYSIS OF EARNINGS.

From local passengers (all passengers starting from or stopping at any station on this road) * . . . .		\$41,821.25
From through passengers (to and from other roads over and beyond this road) . . . . .		116,888.48
From express and extra baggage . . . . .		7,500.00
mails . . . . .		9,485.44
From other sources, passenger department . . . .		7,500.00
Total earnings from passenger department . . . .		183,195.17
From local freight (all freight starting from or stopping at any station on this road) * . . . .		29,220.16
From through freight (to and from other roads over and beyond this road) . . . . .		383,415.43
Total earnings from freight department . . . .		412,635.59
Total transportation earnings . . . . .		595,830.76
Income from all other sources, viz.: . . . . .		32,241.69
Rents of land, buildings, shop-work, sales, etc. . . . .	\$21,665.02	
Interest . . . . .	10,576.67	
Total income from all sources . . . . .		\$628,072.45

\* Including passengers and freight to and from other roads starting from or stopping at stations on this road.

ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks . . . . .	\$15,329.86
Legal expenses . . . . .	309.15
Insurance . . . . .	1,945.21
Stationery and printing . . . . .	2,573.40
Outside agencies and advertising . . . . .	3,367.96
Contingencies and miscellaneous . . . . .	1,741.52
Repairs of bridges (including culverts and cattle-guards) . . . . .	1,243.12
Repairs of buildings . . . . .	8,219.41
Repairs of fences, road-crossings, and signs . . . . .	1,254.81
Renewal of rails . . . . .	5,910.90
[No. tons steel laid, 205.]	
Renewal of ties . . . . .	6,767.26
[No. laid, 19,708.]	
Repairs of road-bed and track . . . . .	31,088.87
Repairs of locomotives . . . . .	33,663.68
Fuel for locomotives . . . . .	82,547.85
[Tons of coal, 17,849; cords of wood, 1,281.]	
Water supply . . . . .	558.44
Oil and waste . . . . .	5,706.95
Locomotive service * . . . . .	34,020.65
Repairs of passenger cars . . . . .	10,940.62
Passenger-train service * . . . . .	10,110.28
“ supplies . . . . .	1,882.05
Mileage passenger cars † . . . . .	2,333.58
Repairs of freight cars . . . . .	17,689.36
Freight-train service * . . . . .	26,299.74
“ supplies . . . . .	1,594.87
Mileage freight cars † . . . . .	22,595.63
Telegraph expenses . . . . .	3,554.44
Loss and damage, freight and baggage . . . . .	179.26
Personal injuries . . . . .	174.00
Agents' and station service * . . . . .	30,480.85
Station supplies . . . . .	6,462.36
Total operating expenses . . . . .	\$370,546.08
Taxes, state . . . . .	22,195.14
local . . . . .	892.41
Total operating expenses and taxes . . . . .	\$393,633.63
Balance-Sheet, September 30, 1886.	
ASSETS.	
Cost of road . . . . .	\$2,395,268.94
Cost of equipment . . . . .	322,266.32
Total permanent investments . . . . .	\$2,717,535.26

\* Salaries and wages.

† Debit balances.



Cash . . . . .	\$60,433.63	
Notes receivable . . . . .	222,734.06	
Due from agents and companies . . . . .	106.26	
Materials and supplies . . . . .	98,791.56	
Total cash assets . . . . .		\$382,065.51
Total assets (as per books of the company) . . . . .		\$3,099,600.77
<b>LIABILITIES.</b>		
Capital stock . . . . .		\$2,153,300.00
Funded debt . . . . .		800,000.00
Unfunded debt, viz.: . . . . .		50,999.00
Interest unpaid, including bond		
coupons due Jan. 1, 1887 . . . . .	\$25,530.00	
Dividends unpaid . . . . .	469.00	
Notes payable . . . . .	25,000.00	
Profit and loss balance . . . . .		95,301.77
Total liabilities (as per books of the company) . . . . .		\$3,099,600.77
<b>MILEAGE, TRAFFIC, ETC.</b>		
Passenger-train mileage . . . . .		169,015
Freight-train mileage . . . . .		404,805
Total revenue train mileage . . . . .		573,820
Switching-train mileage . . . . .		45,543
Other train mileage . . . . .		11,907
Total train mileage . . . . .		631,270
Number of season-ticket passengers * . . . . .		4,506
Number of local passengers (including season) . . . . .		83,291
Number of through passengers (to and from other roads going over and beyond this road) . . . . .		89,921
Total number of passengers carried . . . . .		173,212
Local passenger mileage (local passengers carried one mile) . . . . .		1,451,336
Through passenger mileage (through passengers carried one mile) . . . . .		3,688,181
Total passenger mileage . . . . .		5,139,517
Number tons local freight . . . . .		44,401
Number tons through freight (to and from other roads going over and beyond this road) . . . . .		567,497
Total number tons freight carried . . . . .		611,898
Local freight mileage (tons local freight carried one mile) . . . . .		1,211,122
Through freight mileage (tons through freight carried one mile) † . . . . .		32,119,140
Total freight mileage . . . . .		33,330,262
Average number of persons employed . . . . .		330

\* Reckoning twelve passengers per week for time of each season ticket.

† Carried to and from other roads.

DESCRIPTION OF ROAD.	
Main line of road from Bellows Falls, Vt., to Ashburnham Junction, Mass. . . . .	53.62 miles.
Main line of road in New Hampshire . . . . .	42.81 "
" " Massachusetts . . . . .	10.81 "
Total road belonging to this company . . . . .	53.62 "
Sidings and other tracks not above enumerated . . . . .	17.01 "
Same in New Hampshire . . . . .	13.84 "
Total length of track, computed as single track . . . . .	70.63 "
Same in New Hampshire . . . . .	56.65 "
Total length of steel rails in tracks, not including steel-top rails . . . . .	53.62 "
[Weights per yard, 60 and 72 lbs.]	
<i>Roads and Branches belonging to other Companies operated by this Company under lease or contract.</i>	
Monadnock Railroad, length . . . . .	15.82 miles.
Joint use with Fitchburg Railroad between Ashburnham Junction and Fitchburg . . . . .	10.39 "
Total length of above roads . . . . .	26.21 "
Total length of above roads in New Hampshire . . . . .	13.75 "
" " Massachusetts . . . . .	12.46 "
Total miles of road operated by this company . . . . .	64.01 "
Total miles of road operated by this company in New Hampshire . . . . .	42.81 "
Number of stations in New Hampshire on all roads operated by this company . . . . .	14
Number of telegraph offices in same . . . . .	10
Number of stations on all roads owned by this company . . . . .	16
Same in New Hampshire . . . . .	11

## EQUIPMENT.

	Leased.	Owned.	Total.
Number of locomotives . . . . .		30	30
" passenger cars . . . . .		25	25
" parlor or sleeping cars . . . . .			
" baggage, mail, and express cars . . . . .		11	11
" freight cars (basis of 8 wheels) . . . . .		453	453
" other cars . . . . .		32	32

## LIST OF ACCIDENTS.

	From causes beyond their own control (in New Hampshire).		From their own misconduct or carelessness (in New Hampshire).		Total in New Hampshire.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers .....	.....	.....	.....	1	.....	1	.....	1
Employés .....	.....	.....	.....	1	.....	1	.....	1
Others .....	.....	.....	1	.....	1	.....	2	2

## STATEMENT OF EACH ACCIDENT IN NEW HAMPSHIRE.

*May 14, 1886.* — Mrs. T. McCarty jumped from a moving passenger train at Keene, and died from her injuries.

*May 27.* — E. A. Fuller, employe, fell from a moving freight train at Marlborough, and lost one foot.

*June 24.* — E. W. Spaulding attempted to get on a moving passenger train at Keene; had an arm broken.

## GENERAL INFORMATION.

Maximum weight of locomotives in working order .	48 tons.
Average " " " " " "	34 "
Maximum weight of tenders full of fuel and water .	25 "
Average " " " " " "	19 "
Maximum weight of passenger cars . . . . .	20 "
Average " " " " " "	18 "
" " mail and baggage cars . . . . .	13½ "
" " 8-wheel box freight cars . . . . .	9½ "
" " 8-wheel platform cars . . . . .	7½ "
Length of heaviest engine and tender, from center of forward truck-wheel of engine to center of rear wheel of tender . . . . .	46½ feet.
Total length of heaviest engine and tender over all . . . . .	55 "
Number of locomotives equipped with train brake . . . . .	8
[Kind of brake, Westinghouse.]	
Number of cars equipped with train brake . . . . .	37
[Kind of brake, Westinghouse.]	
Number of passenger cars with Miller platform and buffer . . . . .	37

Number of miles of road operated by this company not furnished with telegraph facilities:	15.82 miles.
From Peterborough, N. H., to Winchendon, Mass.	
Charges for the transportation of company's supplies included in earnings as reported for this road.	
Rate, $\frac{1}{2}$ cent per ton per mile; number of tons carried, 18,450; amount credited to earnings, \$3,675.50.	

## BRIDGES.

Number of spans of stone bridges of 25 feet and upwards *	1
Aggregate length of same for single track	75 ft.
Number of spans of iron bridges of 25 feet and upwards *	2
Aggregate length of same for single track	213 ft.
Number of spans of timber bridges of 25 feet and upwards *	11
Aggregate length of same for single track	935 ft.
Number of crossings of highways at grade *	33
“ “ “ over railroad	6
“ “ “ under railroad	5
Number of highway bridges 18 feet above track	8
Number of crossings at which gates or flagmen are maintained	2
Number of crossings at which there are neither signals nor flagmen *	31

## RATES OF FARE, ETC.

Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company †	3.5 cents.
Average rate of fare per mile received from passengers to and from other roads	3.2 “
Average rate of fare per mile for season-ticket passengers ‡	1.5 “
Average rate of fare per mile received from all passengers	3.1 “
Average rate of local freight per ton per mile †	5.0 “
Average rate of freight per ton per mile received from freight to and from other roads	1.193 “
Average rate of freight per ton per mile received from all freight	1.238 “

\* In New Hampshire, on miles of road owned.

† Rates as per tariff.

‡ Reckoning twelve passengers per week for time of each season ticket.

CAPITAL STOCK.	
Total amount paid in (as per books of the company)	\$2,153,300.00
Total number of stockholders . . . . . 452	
Number of stockholders in New Hampshire . . . 44	
Amount of stock held in New Hampshire	\$387,300
DEBT.	
Funded debt, as follows:	
Bonds due July 1, 1896; rate of interest, 6 per cent . . . . .	\$250,000.00
Interest paid on same during year . . . \$15,000.00	
Bonds due July 1, 1898; rate of interest, 6 per cent . . . . .	550,000.00
Interest paid on same during year . . . \$33,000.00	
Total amount of funded debt . . . . .	\$800,000.00

## NAMES AND RESIDENCES OF OFFICERS.

Wm. A. Russell, *President*, Lawrence, Mass.; Edward C. Thayer, *Vice-President*, Keene, N. H.; R. Stewart, *General Manager*, Keene, N. H.; J. W. Dodge, *General Freight Agent*, Keene, N. H.; F. H. Kingsbury, *General Ticket Agent and Treasurer*, Keene, N. H.; R. Stewart, *Clerk of Corporation*, Keene, N. H.

## NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Wm. A. Russell, Geo. W. Russell, Lawrence, Mass.; R. M. Pulsifer, Newton, Mass.; H. W. Suter, Boston, Mass.; Edward C. Thayer, Keene, N. H.; A. B. Turner, Ashuelot, N. H.; Wm. H. Hill, Jr., Brookline, Mass.

## PROPER ADDRESS OF THE COMPANY:

CHESHIRE RAILROAD COMPANY,

KEENE, N. H.

WM. A. RUSSELL,  
EDWARD C. THAYER,  
G. W. RUSSELL,  
W. H. HILL, JR.,  
*Directors.*  
F. H. KINGSBURY,  
*Treasurer.*  
R. STEWART,  
*Superintendent.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 13, 1886. Then personally appeared Wm. A. Russell, Edward C. Thayer, G. W. Russell, W. H. Hill, Jr., F. H. Kingsbury, and R. Stewart, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WILLIAM A. HAYES, 2D,  
*Justice of the Peace.*

# REPORT

## OF THE

### LESSEES OF THE MONADNOCK RAIL-ROAD

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

GENERAL EXHIBIT FOR THE YEAR.	
Total income . . . . .	\$32,752.17
Total expense (including taxes) . . . . .	23,768.13
Net income . . . . .	8,984.04
Rentals . . . . .	9,750.00
Balance for the year (deficit) . . . . .	765.96
ANALYSIS OF EARNINGS.	
From local passengers (all passengers starting from or stopping at any station on this road) * . . . .	\$4,350.18
From through passengers (to and from other roads over and beyond this road) . . . . .	6,120.50
From express and extra baggage . . . . .	1,000.00
From mails . . . . .	694.49
Total earnings from passenger department . . . . .	12,165.17
From local freight (all freight starting from or stopping at any station on this road) * . . . .	9,544.65
From through freight (to and from other roads over and beyond this road) . . . . .	9,046.05
From other sources, freight department . . . . .	807.72
Total earnings from freight department . . . . .	19,398.42
Total transportation earnings . . . . .	31,563.59
Income from all other sources . . . . .	1,188.58
Total income from all sources . . . . .	32,752.17
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks . . . . .	\$1,200.00
Stationery and printing . . . . .	300.00

\* Including passengers and freight to and from other roads starting from or stopping at stations on this road.

Repairs of bridges (including culverts and cattle-guards)	\$68.08
Repairs of buildings	332.58
Repairs of fences, road-crossings, and signs	249.50
Renewal of rails	686.15
[No. tons steel laid, 60.]	
Renewal of ties	2,641.93
[No. laid, 8,322.]	
Repairs of road-bed and track	5,419.84
Repairs of locomotives	883.42
Fuel for locomotives	3,322.53
[Tons of coal, 471; cords of wood, 399.]	
Oil and waste	245.57
Locomotive service *	1,642.40
Repairs of passenger cars	553.69
Passenger-train service *	718.28
" supplies	19.87
Repairs of freight cars	49.30
Freight-train service *	1,123.06
Mileage freight cars †	807.72
Telegraph expenses	70.50
Loss and damage, property and cattle	64.75
Agents' and station service *	1,949.97
Station supplies	10.00
Total operating expenses	22,359.14
Taxes, state	1,381.30
" local	27.69
Total operating expenses and taxes	23,768.13
MILEAGE, TRAFFIC, ETC.	
Passenger-train mileage	18,154
Freight-train mileage	6,575
Total revenue train mileage	24,729
Total train mileage	24,729
Number of local passengers (including season)	12,795
Number of through passengers (to and from other roads going over and beyond this road)	11,687
Total number of passengers carried	24,482
Local passenger mileage (local passengers carried one mile)	121,662
Through passenger mileage (through passengers carried one mile)	141,258
Total passenger mileage	262,920
Number tons local freight	17,525
Number tons through freight (to and from other roads going over and beyond this road)	13,857
Total number tons freight carried	31,382
Local freight mileage (tons local freight carried one mile)	253,427

\* Salaries and wages.

† Debit balances.



Through freight mileage (tons through freight carried one mile) *	205,947
Total freight mileage	459,374
Average number of persons employed	20

## DESCRIPTION OF ROAD.

Main line of road from Winchendon, Mass., to Peterborough, N. H.	15.8 miles.
Main line of road in New Hampshire	13.762 "
"    "    Massachusetts	2.038 "
Total road belonging to this company	15.8 "
Number of stations on all roads owned by this company	4
Same in New Hampshire	3

## BRIDGES.

Number of spans of timber bridges of 25 feet and upwards †	5
Number of crossings of highways at grade †	16

## RATES OF FARE, ETC.

Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company †	4.0 cents.
Average rate of fare per mile received from passengers to and from other roads	4.3 "
Average rate of fare per mile received from all passengers	4.0 "
Average rate of local freight per ton per mile †	1.0 "
Average rate of freight per ton per mile received from freight to and from other roads	4.392 "
Average rate of freight per ton per mile received from all freight	4.047 "

## NAMES AND RESIDENCES OF OFFICERS.

Henry K. French, *President*, Peterborough, N. H.; Peter Upton, *Auditor*, East Jaffrey, N. H.; John H. Cutler, *Treasurer and Clerk of Corporation*, Peterborough, N. H.

\* Carried to and from other roads.

† In New Hampshire, on miles of road owned.

‡ Rates as per tariff.

WM. A. RUSSELL,  
EDWARD C. THAYER,  
G. H. RUSSELL,  
W. H. HILL, Jr.,  
*Directors.*

F. H. KINGSBURY,  
*Treasurer.*

R. STEWART,  
*Superintendent.*

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COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. November 13, 1886. Then personally appeared Wm. A. Russell, E. C. Thayer, G. W. Russell, Wm. H. Hill, Jr., F. H. Kingsbury, and R. Stewart, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WILLIAM A. HAYES, 2D,  
*Justice of the Peace and Notary Public.*

# REPORT

## OF THE

### MONADNOCK RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

GENERAL EXHIBIT FOR THE YEAR.	
Total income . . . . .	\$12,750.00
Total expense (including taxes) . . . . .	62.00
Net income . . . . .	12,688.00
Cheshire Railroad (estimated) . . . . .	\$12,750.00
Interest accrued during year: . . . . .	2,839.75
On funded debt . . . . .	\$2,803.75
On other debt . . . . .	36.00
Balance for the year (surplus) . . . . .	9,848.25
Balance at commencement of year . . . . .	\$106,111.08
Balance at commencement of year as so changed . . . . .	106,111.08
Balance September 30, 1886 (surplus and gratuity) . . . . .	115,959.33
ANALYSIS OF EARNINGS.	
Rents for use of road (estimated) . . . . .	\$12,750.00
Total income from all sources . . . . .	12,750.00
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks . . . . .	\$62.00
Total operating expenses and taxes . . . . .	62.00
Balance-Sheet, September 30, 1886.	
ASSETS.	
Cost of road . . . . .	\$367,701.26
Stock of Monadnock R. R. Co. (54 shares) . . . . .	3,090.00
Total permanent investments . . . . .	\$370,791.26

Cash . . . . .	\$320.07	
Due from agents and companies . . . . .	2,250.00	
Total cash assets . . . . .		\$2,570.07
Total assets (as per books of the company) . . . . .		\$373,861.33
LIABILITIES.		
Capital stock . . . . .		\$205,400.00
Funded debt . . . . .		52,000.00
Unfunded debt, viz.: . . . . .		2.00
Dividends unpaid . . . . .	\$2.00	115,959.33
Total liabilities (as per books of the company) . . . . .		\$373,861.33
DESCRIPTION OF ROAD.		
Main line of road from Peterborough, N. H., to Winchendon, Mass. . . . .		15.8 miles.
Main line of road in New Hampshire . . . . .	13.762	"
" " Massachusetts . . . . .	2.038	"
Total road belonging to this company . . . . .	15.8	"
Sidings and other tracks not above enumerated . . . . .	17	"
Total length of track, computed as single track . . . . .	16.5	"
Same in New Hampshire . . . . .	14.462	"
Number of stations in New Hampshire on all roads operated by this company . . . . .	4	
Number of stations on all roads owned by this com- pany . . . . .	5	
Same in New Hampshire . . . . .	4	
GENERAL INFORMATION.		
Number of miles of road operated by this company not furnished with telegraph facilities. (Tele- phone entire length.): . . . . .		15.8 miles.
From Peterborough, N. H., to Winchendon, Mass.		
A very small amount of charges for the transporta- tion of company's supplies included in the earn- ings as reported for this road.		
BRIDGES.		
Number of spans of timber bridges of 25 feet and upwards* . . . . .	5	
Number of crossings of highways at grade* . . . . .	16	
Number of crossings at which there are neither sig- nals nor flagmen* . . . . .	16	
Number of railroad crossings at grade . . . . .	16	

\*In New Hampshire, on miles of road owned.

CAPITAL STOCK.	
Capital stock authorized by charter	\$350,000.00
"    authorized by votes of com-	
pany . . . . .	250,000.00
Capital stock issued (number of shares, 2,054);	
amount paid in . . . . .	\$205,400.00
Total amount paid in (as per books of the company)	205,400.00
Total number of stockholders . . . . .	4
Number of stockholders in New Hampshire . . . . .	3
Amount of stock held in N. Hampshire	\$103,000.00
DEBT.	
Funded debt, as follows:	
First mortgage bonds, due July 1, 1897; rate of	
interest, 5 per cent . . . . .	\$52,000.00
Interest paid on same during year . . . . .	\$2,803.75
Total amount of funded debt . . . . .	52,000.00

#### NAMES AND RESIDENCES OF OFFICERS.

Henry K. French, *President*, Peterborough, N. H.; Peter Upton, *Auditor*, East Jaffrey, N. H.; John H. Cutler, *Treasurer and Clerk of Corporation*, Peterborough, N. H.

#### NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Henry K. French, Peterborough, N. H.; Rodney Wallace, Fitchburg, Mass.; Edward C. Thayer, Keene, N. H.; J. H. Fairbanks, Winchendon, Mass.; Peter Upton, East Jaffrey, N. H.; O. H. Bradley, East Jaffrey, N. H.; Wm. G. Livingston, Peterborough, N. H.

#### PROPER ADDRESS OF THE COMPANY:

MONADNOCK RAILROAD COMPANY,  
PETERBOROUGH, N. H.

HENRY K. FRENCH,  
*President.*  
JOHN H. CUTLER,  
*Treasurer.*

## STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. February 7, 1887. Then personally appeared Henry K. French and John H. Cutler, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

R B. HATCH,  
*Justice of the Peace.*

# REPORT

## OF THE

### CONCORD RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

#### GENERAL EXHIBIT FOR THE YEAR.

Total income . . . . .	\$1,119,694.72
Total expense (including taxes) . . . . .	845,523.04
Net income . . . . .	274,171.68
Rentals . . . . .	121,602.25
Concord & Portsmouth R. R. . . . .	25,000.00
Suncook Valley R. R. . . . .	14,700.00
Nashua, Acton & Boston R. R. . . . .	2,750.00
Manchester & Lawrence R. R., on account . . . . .	52,102.94
Manchester & Keene R. R., improvements . . . . .	27,049.31
Dividends declared (10 per cent) . . . . .	150,000.00
Balance for the year (surplus) . . . . .	2,569.43
Balance at commencement of year . . . . .	\$210,457.24
Balance at commencement of year as so changed . . . . .	210,457.24
Balance September 30, 1886 (surplus) . . . . .	213,026.67

#### ANALYSIS OF EARNINGS.

From local passengers (all passengers starting from or stopping at any station on this road) * . . . .	\$298,899.74
From through passengers (to and from other roads over and beyond this road) . . . . .	97,844.41
From express and extra baggage . . . . .	16,937.51
mails . . . . .	16,391.88
From other sources, passenger department . . . . .	9,728.84
Total earnings from passenger department . . . . .	439,802.38
From local freight (all freight starting from or stopping at any station on this road) * . . . .	415,370.69
From through freight (to and from other roads over and beyond this road) . . . . .	253,850.89
Total earnings from freight department . . . . .	669,221.58
Total transportation earnings . . . . .	1,109,023.96

\* Including passengers and freight to and from other roads starting from or stopping at stations on this road.

Income from all other sources, viz.:		\$10,670.76
Rents . . . . .	\$8,954.26	
Interest . . . . .	1,716.50	
Total income from all sources . . . . .		\$1,119,694.72
ANALYSIS OF EXPENSES.		
Salaries of general officers and clerks . . . . .		\$30,795.73
Legal expenses . . . . .		3,449.48
Insurance . . . . .		4,510.15
Stationery and printing . . . . .		8,252.55
Outside agencies and advertising . . . . .		842.39
Contingencies and miscellaneous . . . . .		28,868.27
Repairs of bridges (including culverts and cattle-guards) . . . . .		8,701.38
Repairs of buildings . . . . .	\$28,755.24	
New buildings . . . . .	69,451.18	
		98,206.42
Repairs of fences, road-crossings, and signs . . . . .		3,143.24
Renewal of rails . . . . .		33,473.59
[Number tons steel laid, 1,259.]		
[“ “ “ relaid, 297.]		
[“ “ “ iron laid, 432.]		
Renewal of ties . . . . .		29,189.74
[Number laid, 61,936.]		
Repairs of road-bed and track . . . . .	\$74,508.45	
New tracks at Concord . . . . .	14,020.04	
“ “ at Manchester . . . . .	61,353.67	
		149,882.16
Repairs of locomotives . . . . .	\$22,724.38	
New locomotives . . . . .	13,400.90	
		36,125.28
Fuel for locomotives . . . . .		69,811.34
[Tons of coal, 14,111; cords of wood, 6,330.]		
Water supply . . . . .		4,638.49
Oil and waste . . . . .		9,830.28
Locomotive service * . . . . .		54,923.12
Repairs of passenger cars . . . . .	\$18,454.62	
New passenger cars . . . . .	5,031.66	
		23,486.28
Passenger-train service * . . . . .		17,940.71
“ supplies . . . . .		2,037.07
Repairs of freight cars . . . . .	\$22,893.47	
New freight cars . . . . .	20,284.44	
		43,177.91
Freight-train service * . . . . .		30,448.53
“ supplies . . . . .		453.90
Mileage freight cars † . . . . .		24,785.33

\* Salaries and wages.

† Debit balances.



Telegraph expenses . . . . .	\$1,423.82
Loss and damage, freight and baggage . . . . .	617.90
" " property and cattle . . . . .	789.70
Personal injuries . . . . .	2,327.33
Agents' and station service * . . . . .	79,202.82
Station supplies . . . . .	7,039.59
Total operating expenses . . . . .	\$808,374.50
Taxes, state . . . . .	35,951.07
" local . . . . .	1,197.47
Total operating expenses and taxes . . . . .	\$845,523.04

## Balance-Sheet, September 30, 1886.

## ASSETS.

Cost of road } . . . . .	\$1,500,000.00	
Cost of equipment } . . . . .		
Rindge's wharf . . . . .	51,507.72	
Nashua, Acton & Boston R. R. . . . .	30,000.00	
Manchester & Keene R. R. . . . .	160,518.40	
Suncook Valley R. R. . . . .	55,492.80	
Mt. Washington R. R. . . . .	173.61	
Total permanent investments . . . . .		\$1,797,692.53
Cash . . . . .	\$86,665.39	
Bills receivable . . . . .	8,500.00	
Materials and supplies . . . . .	158,774.62	
Debit balances . . . . .	545.00	
Total cash assets . . . . .		254,485.01
Total assets (as per books of the company) . . . . .		\$2,052,177.54

## LIABILITIES.

Capital stock . . . . .	\$1,500,000.00
Unfunded debt, viz.: . . . . .	339,150.87
Dividends unpaid . . . . .	\$79,630.00
Vouchers and accounts . . . . .	259,520.87
Profit and loss balance . . . . .	213,026.67
Total liabilities (as per books of the company) . . . . .	\$2,052,177.54

## MILEAGE, TRAFFIC, ETC.

Passenger-train mileage . . . . .	295,341
Freight-train mileage . . . . .	275,327
Total revenue train mileage . . . . .	570,668

\* Salaries and wages.

Switching-train mileage . . . . .	245,186
Other train mileage . . . . .	57,058
Total train mileage . . . . .	872,912
Number of season-ticket passengers * . . . . . 31,272	
Number of local passengers (including season) . . . . .	523,297
Number of through passengers (to and from other roads going over and beyond this road) . . . . .	167,748
Total number of passengers carried . . . . .	691,045
Local passenger mileage (local passengers carried one mile) . . . . .	10,918,122
Through passenger mileage (through passengers carried one mile) . . . . .	5,691,823
Total passenger mileage . . . . .	16,609,945
Number tons local freight . . . . .	495,618
Number tons through freight (to and from other roads going over and beyond this road) . . . . .	742,961
Total number tons freight carried . . . . .	1,238,579
Local freight mileage (tons local freight carried one mile) . . . . .	13,301,555
Through freight mileage (tons through freight carried one mile) † . . . . .	25,202,555
Total freight mileage . . . . .	38,504,110
Average number of persons employed . . . . .	800

## DESCRIPTION OF ROAD.

Main line of road from Concord to Nashua . . . . .	34.53 miles.
Main line of road in New Hampshire . . . . .	34.53 "
Double track on main line . . . . .	34.53 "
Same in New Hampshire . . . . .	34.53 "
Branch owned by the company, viz.: Suncook to Hooksett, about . . . . .	2.5 "
Total length of branch owned by company in New Hampshire . . . . .	2.5 "
Total road belonging to this company . . . . .	37.03 "
Sidings and other tracks not above enumerated . . . . .	37.54 "
Same in New Hampshire . . . . .	37.54 "
Total length of track, computed as single track . . . . .	109.1 "
Same in New Hampshire . . . . .	109.1 "
Total length of steel rails in tracks, not including steel-top rails . . . . .	71.12 "
[Weights per yard, 56 to 72 lbs.]	

*Roads and Branches belonging to other Companies operated by this Company under lease or contract.*

Concord & Portsmouth R. R., length . . . . .	47.5 miles.
Suncook Valley R. R., length . . . . .	17.37 "

\* Reckoning twelve passengers per week for time of each season ticket.

† Carried to and from other roads.

Manchester & North Weare R. R., length . . .	19.0 miles.
Nashua, Acton & Boston, R. R., length . . .	20.21 "
Total length of above roads . . .	104.08 "
"    "    "    in New Hampshire . . .	89.62 "
"    "    "    in Massachusetts : . . .	
Nashua, Acton & Boston R. R. . . .	14.46 "
Total miles of road operated by this company . . .	141.11 "
Total miles of road operated by this company in New Hampshire . . .	125.65 "
Number of stations in New Hampshire on all roads operated by this company . . .	41
Number of telegraph offices in same . . .	13
Number of stations on all roads owned by this company . . .	12
Same in New Hampshire . . .	12
<b>EQUIPMENT.</b>	
Number of locomotives . . .	43
"    passenger cars . . .	48
"    pay cars . . .	1
"    baggage, mail, and express cars . . .	13
"    freight cars (basis of 8 wheels) . . .	1,115
"    other cars : . . .	
Milk . . .	4
Combination . . .	4
Fuel and construction . . .	6
Crane . . .	2
Wrecking . . .	1
Gouger . . .	3

## LIST OF ACCIDENTS.

	From causes beyond their own control (in New Hampshire).		From their own misconduct or carelessness (in New Hampshire).		Total in New Hampshire.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....			1		1		1	
Employés ..			1		1		1	
Others.....			2		2		2	

## STATEMENT OF EACH ACCIDENT IN NEW HAMPSHIRE.

*December 23, 1885.*—A man named Henry Buzzell was found dead beside the track near Auburn. He was probably struck by a night freight train.

*December 29.*—Bridget Hoban jumped from passenger train in Manchester depot, and was fatally injured.

*May 4, 1886.*—Albert A. Huntress, a freight brakeman, fell between the cars near Newmarket Junction, and was fatally injured.

*September 10.*—An unknown man, while walking on track below Manchester station, was struck by passenger train and instantly killed.

GENERAL INFORMATION.	
Maximum weight of locomotives in working order .	98,200 lbs.
Average " " " " .	63,093 "
Maximum weight of tenders full of fuel and water .	64,400 "
Average " " " " .	41,642 "
Maximum weight of passenger cars . . . .	47,300 "
Average " " " " . . . .	34,638 "
" " of mail and baggage cars . . . .	31,081 "
" " of 8-wheel box freight cars . . . .	20,266 "
" " of 8-wheel platform cars . . . .	17,550 "
" " of 4-wheel " " " " . . . .	6,663 "
Length of heaviest engine and tender, from center of forward truck-wheel of engine to center of rear wheel of tender . . . . .	46 ft.
Total length of heaviest engine and tender over all . . . . .	55 " 7 in.
Number of locomotives equipped with Judkins's railway train signal . . . . .	17
Number of locomotives equipped with train brake . . . . .	21
[Kind of brake, Westinghouse.]	
Number of cars equipped with train brake . . . . .	57
[Kind of brake, Westinghouse.]	
Number of passenger cars with Miller platform and buffer . . . . .	69
Number of cars equipped with Judkins's railway train signal . . . . .	49
Number of miles of road operated by this company not furnished with telegraph facilities:	
From Suncook to Pittsfield . . . . .	17.37
From Manchester to North Weare . . . . .	19.0
Charges for the transportation of company's supplies coming from other roads included in the earnings as reported for this road.	
Rate, 1½ cent per ton per mile. No separate account kept of tonnage and earnings on same.	

## BRIDGES.

Number of spans of iron bridges of 25 feet and upwards *	1
Aggregate length of same for triple track 115 ft.	
Number of spans of timber bridges of 25 feet and upwards *	8
Aggregate length of same for double track 1,466 ft.	
Number of crossings of highways at grade *	19
“ “ “ over railroad	5
“ “ “ under “	2
“ of highway bridges 18 feet above track	1
“ of highway bridges less than 18 feet above track	4
Number of crossings at which gates or flagmen are maintained	6
Number of crossings at which there are neither signals nor flagmen *	13

## RATES OF FARE, ETC.

Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company †	2.8 cents.
Average rate of fare per mile received from passengers to and from other roads	1.72 “
Average rate of fare per mile for season-ticket passengers ‡	.5 “
Average rate of fare per mile received from all passengers	2.38 “
Average rate of local freight per ton per mile †	3.12 “
Average rate of freight per ton per mile received from freight to and from other roads	1.0 “
Average rate of freight per ton per mile received from all freight	1.74 “

## CAPITAL STOCK.

Capital stock authorized by charter	\$500,000.00
Capital stock authorized by votes of company	1,000,000.00
Capital stock issued (number of shares, 30,000); amount paid in	\$1,500,000.00
Total amount paid in (as per books of the company)	1,500,000.00
Total number of stockholders	1,279
Number of stockholders in New Hampshire	818
Amount of stock held in New Hampshire	\$1,124,500.00

\* On miles of road owned in New Hampshire.

† Rates as per tariff.

‡ Reckoning twelve passengers per week for time of each season ticket.

## NAMES AND RESIDENCES OF OFFICERS.

Frederick Smyth, *President*, Manchester, N. H. ; Horace E. Chamberlin, *Superintendent*, Concord, N. H. ; Samuel Barrett, *General Freight Agent*, Concord, N. H. ; Frank E. Brown, *General Passenger Agent*, Concord, N. H. ; J. Frank Webster, *Cashier*, Concord, N. H. ; Nathan Parker, *Treasurer*, Manchester, N. H. ; William M. Chase, *Clerk of Corporation*, Concord, N. H.

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## NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Frederick Smyth, Manchester, N. H. ; Josiah Minot, John H. Pearson, Concord, N. H. ; James W. Johnson, Enfield, N. H. ; Benjamin A. Kimball, John A. White, Concord, N. H. ; Walter M. Parker, Manchester, N. H.

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## PROPER ADDRESS OF THE COMPANY :

CONCORD RAILROAD CORPORATION,  
CONCORD, N. H.

---

FREDERICK SMYTH,

*President.*

NATHAN PARKER,

*Treasurer.*

H. E. CHAMBERLIN,

*Superintendent.*

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## STATE OF NEW HAMPSHIRE.

HILLSBOROUGH and MERRIMACK, ss. December 28, 1886. Then personally appeared Frederick Smyth, Nathan Parker, and H. E. Chamberlin, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JOHN F. WEBSTER,

*Justice of the Peace.*

# REPORT

## OF THE

### CONCORD & PORTSMOUTH RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

GENERAL EXHIBIT FOR THE YEAR.	
Total income . . . . .	\$25,000.00
Total expense (including taxes) . . . . .	355.25
Net income from rentals . . . . .	24,644.75
Dividends declared (7 per cent) . . . . .	24,500.00
Balance for the year (surplus) . . . . .	144.75
Balance at commencement of year . . . . .	\$1,839.60
Balance at commencement of year as so changed . . . . .	1,839.60
Balance September 30, 1886 (surplus) . . . . .	1,984.35
ANALYSIS OF EARNINGS.	
Rents for use of road . . . . .	\$25,000.00
Total income from all sources . . . . .	\$25,000.00
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks . . . . .	\$350.75
Outside agencies and advertising . . . . .	4.50
Total operating expenses and taxes . . . . .	\$355.25
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Included in Concord Railroad report.	
Balance-Sheet, September 30, 1886.	
ASSETS.	
Cost of road . . . . .	\$350,000.00

Total permanent investments . . . . .	\$350,000.00
Cash . . . . .	1,984.35
Total assets (as per books of the company) . . . . .	\$351,984.35
<b>LIABILITIES.</b>	
Capital stock . . . . .	\$350,000.00
Profit and loss balance . . . . .	1,984.35
Total liabilities (as per books of the company) . . . . .	\$351,984.35
<b>MILEAGE, TRAFFIC, ETC.</b>	
Included in Concord Railroad report.	
<b>DESCRIPTION OF ROAD.</b>	
Main line of road from Manchester to Portsmouth . . . . .	40.5 miles.
“ “ in New Hampshire . . . . .	40.5 “
Branch owned by this company, viz.:	
Concord to Suncook (single track) . . . . .	7.0 “
Total length of branch owned by company in New Hampshire . . . . .	7.0 “
Total road belonging to this company . . . . .	47.5 “
Sidings and other tracks not above enumerated . . . . .	8.58 “
Same in New Hampshire . . . . .	8.58 “
Total length of track, computed as single track . . . . .	56.08 “
Same in New Hampshire . . . . .	56.08 “
Total length of steel rails in tracks, not including steel-top rails . . . . .	27.8 “
[Weights per yard, 56 to 72 lbs.]	
<i>Roads and Branches belonging to other Companies operated by this Company under lease or contract.</i>	
Total miles of road operated by this company . . . . .	40.5 miles.
Total miles of road operated by this company in New Hampshire . . . . .	40.5 “
Number of stations in New Hampshire on all roads operated by this company . . . . .	15
Number of telegraph offices in same . . . . .	5
Number of stations on all roads owned by this company . . . . .	15
Same in New Hampshire . . . . .	15
<b>LIST OF ACCIDENTS.</b>	
Included in Concord Railroad report.	



## GENERAL INFORMATION.

Included in Concord Railroad report.

## BRIDGES.

Number of spans of timber bridges of 25 feet and upwards*	6
Aggregate length of same for single track 291 ft.	
Number of crossings of highways at grade*	56
“ “ over railroad	4
Number of highway bridges 18 feet above track	2
Number of highway bridges less than 18 feet above track	2
Number of crossings at which gates or flagmen are maintained	1
Number of crossings at which there are neither signals nor flagmen*	56
Number of railroad crossings at grade:*	3
Eastern R. R. at Portsmouth.	
Worcester, Nashua & Rochester R. R. at Epping.	
Boston & Maine R. R. at Newmarket Junction.	

## RATES OF FARE, ETC.

Included in Concord Railroad report.

## CAPITAL STOCK.

Capital stock authorized by charter	\$500,000.00
Capital stock issued (number of shares, 3,500); amount paid in	\$350,000.00
Total amount paid in (as per books of the company)	350,000.00
Total number of stockholders	231
Number of stockholders in New Hampshire	201
Amount of stock held in New Hampshire	\$321,300.00

## NAMES AND RESIDENCES OF OFFICERS.

Samuel N. Bell, *President*, Manchester, N. H.; Horace E. Chamberlin, *Superintendent*, Concord, N. H.; Samuel Barrett, *General Freight Agent*, Concord, N. H.; Frank E. Brown, *General Passenger Agent*, Concord, N. H.; Edward H. Paine, *Treasurer*, Manchester, N. H.; William H. Hackett, *Clerk of Corporation*, Portsmouth, N. H.

\* In New Hampshire, on miles of road owned.

## NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Samuel N. Bell, Walter M. Parker, Moody Currier, Manchester, N. H.; Joseph B. Walker, Concord, N. H.; John J. Bell, Exeter, N. H.; Wm. A. Pierce and John J. Pickering, Portsmouth, N. H.

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## PROPER ADDRESS OF THE COMPANY:

CONCORD & PORTSMOUTH RAILROAD,  
CONCORD, N. H.

---

S. N. BELL,  
*President.*

E. H. PAINE,  
*Treasurer.*

H. E. CHAMBERLIN,  
*Superintendent.*

---

## STATE OF NEW HAMPSHIRE.

HILLSBOROUGH and MERRIMACK, ss. December 28, 1886. Then personally appeared Samuel N. Bell, E. H. Paine, and H. E. Chamberlin, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JOHN F. WEBSTER, *Justice of the Peace.*

## REPORT

OF THE

MANCHESTER & LAWRENCE RAIL-  
ROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

## GENERAL EXHIBIT FOR THE YEAR.

Total income . . . . .	\$175,262.33
Total expense (including taxes) . . . . .	60,301.30
Net income . . . . .	114,961.03
Rentals:	
Methuen Branch . . . . .	11,000.00
Dividends declared (10 per cent) . . . . .	100,000.00
Balance for the year . . . . .	3,961.03
Balance at commencement of year . . . . .	\$164,074.58
Balance at commencement of year as so changed . . . . .	164,074.58
Balance September 30, 1886 . . . . .	168,035.61

## ANALYSIS OF EARNINGS.

From local passengers (all passengers starting from or stopping at any station on this road)* . . . . .	\$62,421.33
From through passengers (to and from other roads over and beyond this road) . . . . .	3,452.37
From express and train baggage . . . . .	8,164.92
From mails . . . . .	2,064.48
From other sources, passenger department . . . . .	4,181.92
Total earnings from passenger department . . . . .	80,285.02
From local freight (all freight starting from or stopping at any station on this road)* . . . . .	38,335.92
From through freight (to and from other roads over and beyond this road) . . . . .	964.05
Total earnings from freight department . . . . .	39,299.97
Total transportation earnings . . . . .	119,584.99

\*Including passengers and freight to and from other roads starting from or stopping at stations on this road.

Income from all other sources, viz.:		\$55,677.34
Rents	\$182.00	
Concord Railroad, on account	52,102.94	
Interest earnings as per treasurer's accounts	3,392.40	
Total income from all sources		\$175,262.33
ANALYSIS OF EXPENSES.		
Salaries of general officers and clerks		\$2,858.40
Legal expenses		649.71
Stationery and printing		455.56
Outside agencies and advertising		69.54
Contingencies and miscellaneous		61.55
Repairs of bridges (including culverts and cattle-guards)		959.17
Repairs of buildings		770.84
Repairs of fences, road-crossings, and signs		659.90
Renewal of rails		3,747.11
[Number tons steel laid, 144; number tons steel relaid, 6; number tons iron laid, 45.]		
Renewal of ties		2,248.68
[Number laid 5,458.]		
Repairs of road-bed and track		8,163.58
Fuel for locomotives		9,119.81
[Tons of coal, 1,247; cords of wood, 797.]		
Water supply		50.00
Locomotive service *		3,191.39
Passenger-train service *		2,971.33
Freight-train service *		1,587.73
Telegraph expenses		351.25
Loss and damage, freight and baggage		.25
“ “ property and cattle		346.37
Agents' and station service *		4,661.60
Station supplies		139.43
Total operating expenses		\$43,063.20
Taxes, state		17,005.71
“ local		232.39
Total operating expenses and taxes		\$60,301.30
Balance-Sheet, September 30, 1886.		
ASSETS.		
Cost of equipment	\$1,000,000.00	
Telegraph	4,770.35	

\* Salaries and wages.

Hooksett Branch . . . . .	\$18,000.00	
Stock of Suncook Valley R. R. . . . .	4,770.35	
"    Mt. Washington R. R. . . . .	3,700.00	
Total permanent investments . . . . .		\$1,068,510.35
Cash . . . . .	\$74,799.76	
Materials and supplies, C. M. & L. road accounts . . . . .	32,000.00	
Total cash assets . . . . .		106,799.76
Total assets (as per books of the company) . . . . .		\$1,175,310.11
<b>LIABILITIES.</b>		
Capital stock . . . . .		\$1,000,000.00
Unfunded debt, viz.: . . . . .		7,274.50
Dividends unpaid . . . . .	\$7,274.50	
Profit and loss balance . . . . .		168,035.61
Total liabilities (as per books of the company) . . . . .		\$1,175,310.11

<b>MILEAGE, TRAFFIC, ETC.</b>		
Passenger-train mileage . . . . .		54,210
Freight-train mileage . . . . .		19,981
Total revenue train mileage . . . . .		74,191
Total train mileage . . . . .		74,191
Number of season-ticket passengers* . . . . .	24,244	
Number of local passengers (including season) . . . . .		173,627
Number of through passengers (to and from other roads going over and beyond this road) . . . . .		7,163
Total number of passengers carried . . . . .		180,790
Local passenger mileage (local passengers carried one mile) . . . . .		2,193,665
Through passenger mileage (through passengers carried one mile) . . . . .		181,936
Total passenger mileage . . . . .		2,375,601
Number tons local freight . . . . .		63,315
Number tons through freight (to and from other roads going over and beyond this road) . . . . .		9,464
Total number tons freight carried . . . . .		72,779
Local freight mileage (tons local freight carried one mile) . . . . .		1,069,868
Through freight mileage (tons through freight car- ried one mile)† . . . . .		246,063
Total freight mileage . . . . .		1,315,931
Average number of persons employed . . . . .		46

\* Reckoning twelve passengers per week for time of each season ticket.

† Carried to and from other roads.

DESCRIPTION OF ROAD.	
Main line of road from Manchester to Massachusetts state line . . . . .	22.39 miles.
Main line of road in New Hampshire . . . . .	22.39 "
Total road belonging to this company . . . . .	22.39 "
Sidings and other tracks not above enumerated . . . . .	3.38 "
Same in New Hampshire . . . . .	2.52 "
Total length of track, computed as single track . . . . .	25.77 "
Same in New Hampshire . . . . .	24.91 "
Total length of steel rails in tracks, not including steel-top rails . . . . .	17.4 "
[Weights per yard, 56 to 72 lbs.]	
<i>Roads and Branches belonging to other Companies operated by this Company under lease or contract.</i>	
Methuen Branch, length . . . . .	3.75 miles.
Total length of above road in Massachusetts . . . . .	3.75 "
Total miles of road operated by this company . . . . .	26.14 "
Total miles of road operated by this company in New Hampshire . . . . .	22.39 "
Number of stations in New Hampshire on all roads operated by this company . . . . .	7
Number of telegraph offices in same . . . . .	4
Number of stations on all roads owned by this company . . . . .	7
Same in New Hampshire . . . . .	7
GENERAL INFORMATION.	
Charges for the transportation of company's supplies (only on freight coming from other roads) included in the earnings as reported for this road. Rate, 1½ cents per ton per mile. No separate account kept of tonnage and earnings on same.	
BRIDGES.	
Number of spans of stone bridges of 25 feet and upwards* . . . . .	1
Aggregate length of same for single track . . . . . 80 ft.	
Number of spans of timber bridges of 25 feet and upwards* . . . . .	2
Aggregate length of same for single track . . . . . 210 ft.	
Number of crossings of highways at grade* . . . . .	22
" " " over railroad . . . . .	7
" " " under " . . . . .	1
Number of highway bridges 18 feet above track . . . . .	1

\* In New Hampshire, on miles of road owned.

Number of highway bridges less than 18 feet above track . . . . .	6
Number of crossings at which there are neither signals nor flagmen* . . . . .	1
Number of railroad crossings at grade: * . . . .	1
Worcester, Nashua & Rochester R. R.	

## RATES OF FARE, ETC.

Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company † . . . . .	3.04 cents.
Average rate of fare per mile received from passengers to and from other roads . . . . .	1.90 "
Average rate of fare per mile for season-ticket passengers ‡ . . . . .	1.35 "
Average rate of fare per mile received from all passengers . . . . .	2.77 "
Average rate of local freight per ton per mile † . . . . .	3.58 "
Average rate of freight per ton per mile received from freight to and from other roads . . . . .	.39 "
Average rate of freight per ton per mile received from all freight . . . . .	2.98 "

## CAPITAL STOCK.

Capital stock issued (number of shares, 10,000); amount paid in . . . . .	\$1,000,000.00
Total amount paid in (as per books of the company) . . . . .	1,000,000.00
Total number of stockholders . . . . .	675
Number of stockholders in New Hampshire . . . . .	416
Amount of stock held in " " . . . . .	\$626,300.00

## NAMES AND RESIDENCES OF OFFICERS.

Nathan Parker, *President*, Manchester, N. H.; Horace E. Chamberlin, *Auditor*, Concord, N. H.; Joseph W. Hildreth, *Assistant Superintendent*, Manchester, N. H.; Samuel Barrett, *General Freight Agent*, Frank E. Brown, *General Passenger Agent*, J. Frank Webster, *Cashier*, Concord, N. H.; George B. Chandler, *Treasurer*, Samuel N. Bell, *Clerk of Corporation*, Manchester, N. H.

\* On miles of road owned in New Hampshire.

† Rates as per tariff.

‡ Reckoning twelve passengers per week for time of each season ticket.

## NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Nathan Parker, Manchester, N. H. ; Joseph W. Smith, Andover, Mass. ; John A. White, William P. Fowler, Concord, N. H. ; Edward A. Abbot, William A. Tower, Boston, Mass.

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## PROPER ADDRESS OF THE COMPANY :

MANCHESTER & LAWRENCE RAILROAD,  
MANCHESTER, N. H.

---

NATHAN PARKER,  
*President.*

GEORGE B. CHANDLER,  
*Treasurer.*

J. W. HILDRETH,  
*Assistant Superintendent.*

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## STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. December 28, 1886. Then personally appeared Nathan Parker, George B. Chandler, and Joseph W. Hildreth, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JOHN F. WEBSTER,  
*Justice of the Peace.*



# REPORT

## OF THE

### MANCHESTER & NORTH WEARE RAIL- ROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

GENERAL EXHIBIT FOR THE YEAR.	
Total income . . . . .	\$34,488.81
Total expense (including taxes) . . . . .	28,491.92
Net income . . . . .	5,996.89
Balance at commencement of year . . . . .	\$3,450.72
Balance at commencement of year as so changed . . . . .	3,450.72
Balance September 30, 1886 (surplus) . . . . .	9,447.61
ANALYSIS OF EARNINGS.	
From local passengers (all passengers starting from or stopping at any station on this road) * . . . .	\$13,613.07
From express and extra baggage . . . . .	1,249.93
From other sources, passenger department . . . . .	1,426.16
Total earnings from passenger department . . . . .	16,289.16
From local freight (all freight starting from or stopping at any station on this road) * . . . .	18,199.65
Total earnings from freight department . . . . .	18,199.65
Total transportation earnings . . . . .	34,488.81
Total income from all sources . . . . .	\$34,488.81
ANALYSIS OF EXPENSES.	
Outside agencies and advertising . . . . .	\$4.50
Repairs of bridges (including culverts and cattle-guards) . . . . .	2,025.71
Repairs of buildings . . . . .	1,079.81
Repairs of fences, road-crossings, and signs . . . . .	175.42

\* Including passengers and freight to and from other roads starting from or stopping at stations on this road.

Renewal of rails . . . . .	\$1,583.04
[Number tons steel laid, 40.]	
[Number tons iron laid, 181.]	
Renewal of ties . . . . .	3,096.46
[Number laid, 7,005.]	
Repairs of road-bed and track . . . . .	7,275.54
Fuel for locomotives . . . . .	3,270.23
[Cords of wood, 1,022.]	
Water supply . . . . .	5.00
Locomotive service * . . . . .	1,348.75
Passenger-train service * . . . . .	1,048.08
Mileage passenger cars † . . . . .	1,540.61
Freight-train service * . . . . .	1,003.10
Mileage freight cars † . . . . .	1,316.27
Loss and damage, property and cattle . . . . .	48.47
Agents' and station service * . . . . .	2,640.45
Station supplies . . . . .	87.60
Total operating expenses . . . . .	\$27,549.04
Taxes, state . . . . .	942.88
Total operating expenses and taxes. . . . .	\$28,491.92
<b>MILEAGE, TRAFFIC, ETC.</b>	
(Train mileage included in Concord R. R. report.)	
Total number of passengers carried . . . . .	39,289
Local passenger mileage (local passengers carried one mile) . . . . .	401,191
Total passenger mileage . . . . .	401,191
Number tons local freight . . . . .	18,263
Total number tons freight carried . . . . .	18,263
Local freight mileage (tons local freight carried one mile) . . . . .	211,973
Total freight mileage . . . . .	211,973
Average number of persons employed . . . . .	23
<b>DESCRIPTION OF ROAD.</b>	
Main line of road from Manchester to North Weare . . . . .	19.0 miles.
Main line of road in New Hampshire . . . . .	19.0 "
Total road belonging to this company . . . . .	19.0 "
Sidings and other tracks not above enumerated . . . . .	1.63 "
Same in New Hampshire . . . . .	1.63 "
Total length of track, computed as single track . . . . .	20.63 "
Same in New Hampshire . . . . .	20.63 "
Total length of steel rails in tracks, not including steel-top rails . . . . .	27

\* Salaries and wages.

† Debit balances.

[Weight per yard, 72 lbs.]	
Total miles of road operated by this company . . .	19.0 miles.
Total miles of road operated by this company in New Hampshire . . .	19.0 "
Number of stations in New Hampshire on all roads operated by this company . . .	9
Number of stations on all roads owned by this company . . .	9
Same in New Hampshire . . .	9
GENERAL INFORMATION.	
Number of miles of road operated by this company not furnished with telegraph facilities: . . .	19
From Manchester to North Weare.	
BRIDGES.	
Number of spans of timber bridges of 25 feet and upwards* . . .	13
Aggregate length of same for single track, 1,273 ft.	
Number of crossings of highways at grade* . . .	20
" " " under railroad . . .	1
Number of crossings at which there are neither signals nor flagmen* . . .	20
RATES OF FARE, ETC.	
Included in Concord Railroad report.	
CAPITAL STOCK.	
Capital stock authorized by charter . . .	\$200,000.00

## NAMES AND RESIDENCES OF OFFICERS.

Jesse Gault, *President*, Hooksett, N. H.; Horace E. Chamberlin, *Superintendent*, Concord, N. H.; Josiah Carpenter, *Treasurer*, Manchester, N. H.; Nathan P. Hunt, *Clerk of Corporation*, Manchester, N. H.

## NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Jesse Gault, Hooksett, N. H.; Benjamin A. Kimball, Concord, N. H.; Charles Chase, Manchester, N. H.; Eliphalet S. Nutter, Concord, N. H.; William J. Hoyt, Manchester, N. H.; Horace P. Watts, Manchester, N. H.; Edward C. Shirley, Goffstown, N. H.

\* In New Hampshire, on miles of road owned.

•     PROPER ADDRESS OF THE COMPANY:  
MANCHESTER & NORTH WEARE RAILROAD,  
MANCHESTER, N. H.

---

JOSIAH CARPENTER,  
*Treasurer.*

H. E. CHAMBERLIN,  
*Superintendent.*

---

STATE OF NEW HAMPSHIRE.

MERRIMACK and HILLSBOROUGH, ss. December 28, 1886. Then personally appeared Josiah Carpenter and Horace E. Chamberlin, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JOHN F. WEBSTER,  
*Justice of the Peace.*

# REPORT

## OF THE

### NASHUA, ACTON & BOSTON RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

GENERAL EXHIBIT FOR THE YEAR.	
Total income . . . . .	\$5,500.00
Net income . . . . .	5,500.00
Interest accrued during year: . . . . .	30,225.51
On funded debt . . . . . \$30,000.00	
On other debt . . . . . 225.51	
Balance for the year (deficit) . . . . .	24,725.51
Balance at commencement of year . . . . . \$374,468.78	
Balance at commencement of year as so changed . . . . .	374,468.78
Balance September 30, 1886 (deficit) . . . . .	399,194.29
ANALYSIS OF EARNINGS.	
Rents for use of road . . . . .	\$5,500.00
Total income from all sources . . . . .	5,500.00
Balance-Sheet, September 30, 1886.	
ASSETS.	
Cost of road . . . . . \$1,057,031.20	
Total permanent investments . . . . .	\$1,057,031.20
Debit balances from Concord Railroad to January 1, 1886 . . . . . \$6,257.41	
Total cash assets . . . . .	6,257.41
Profit and loss balance (deficit) . . . . .	399,194.29
Total assets (as per books of the company) . . . . .	\$1,462,482.90
LIABILITIES.	
Capital stock . . . . .	\$500,000.00
Funded debt . . . . .	500,000.00

Unfunded debt, viz.:		\$462,482.90
Interest unpaid	\$356,973.00	
Notes payable	105,509.90	
Total liabilities (as per books of the company)		\$1,462,482.90
<b>CAPITAL STOCK.</b>		
Capital stock authorized by charter	\$600,000.00	
Capital stock authorized by votes of company	500,000.00	
Capital stock issued (number of shares, 4,981); amount paid in		\$498,100.00
Capital stock paid in on shares not issued (number shares, 19)		1,900.00
Total amount paid in (as per books of the company)		500,000.00
Total number of stockholders	188	
Number of stockholders in New Hampshire	104	
<b>DEBT.</b>		
Funded debt, as follows:		
First mortgage bonds due 1896; rate of interest, 6 per cent		\$500,000.00
Total amount of funded debt		500,000.00

#### NAMES AND RESIDENCES OF OFFICERS.

John C. Moulton, *President*, Laconia, N. H.; F. D. Cook, *Treasurer*, Nashua, N. H.; John B. Goodrich, *Clerk of Corporation*, Boston, Mass.

#### NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

John C. Moulton, Laconia, N. H.; E. P. Brown, E. H. Spalding, Nashua, N. H.; W. H. Spalding, Lawrence, Mass.; James W. Johnson, Boston, Mass.; Walter Parker, Chas. Williams, and Frederick Smyth, Manchester, N. H.; J. H. Pearson, Concord, N. H.

#### PROPER ADDRESS OF THE COMPANY:

NASHUA, ACTON & BOSTON RAILROAD COMPANY,  
NASHUA, N. H.

F. D. COOK,

*Treasurer.*

---

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. November 23, 1886. Then personally appeared F. D. Cook, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

G. F. HAMMOND, *Justice of the Peace.*

# REPORT OF THE SUNCOOK VALLEY RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

GENERAL EXHIBIT FOR THE YEAR.	
Total income . . . . .	\$14,700.00
Total expense (including taxes) . . . . .	288.12
Net income . . . . .	14,411.88
Dividends declared (6 per cent on \$240,000) . . . . .	14,400.00
Balance for the year (surplus) . . . . .	11.88
Balance at commencement of year . . . . .	\$118.80
Balance at commencement of year as so changed . . . . .	118.80
Balance September 30, 1886 (surplus) . . . . .	130.68
ANALYSIS OF EARNINGS.	
Total income from all sources . . . . .	\$14,700.00
ANALYSIS OF EXPENSES.	
Salaries of general officers and clerks . . . . .	\$275.00
Contingencies and miscellaneous . . . . .	13.12
Total operating expenses and taxes . . . . .	\$288.12
Balance-Sheet, September 30, 1886.	
ASSETS.	
Cost of road . . . . .	\$348,199.19
Total permanent investments . . . . .	\$348,199.19
Cash . . . . .	2,327.49
Total cash assets . . . . .	2,327.49
Total assets (as per books of the company) . . . . .	\$350,526.68



LIABILITIES.	
Capital stock . . . . .	\$341,700.00
Unfunded debt, viz.:	
Aid or contribution . . . . .	8,696.00
Profit and loss balance . . . . .	130.68
Total liabilities (as per books of the company)	\$350,526.68

(Mileage, traffic, etc., included in Concord Railroad report.)

#### DESCRIPTION OF ROAD.

Main line of road from Hooksett to Pittsfield . . . . .	19.54 miles.
"    "    in New Hampshire . . . . .	19.54 "
Track laid . . . . .	17.37 "
Total road belonging to this company . . . . .	17.37 "
Sidings and other tracks not above enumerated . . . . .	1.8 "
Same in New Hampshire . . . . .	1.8 "
Total length of track, computed as single track . . . . .	19.17 "
Same in New Hampshire . . . . .	19.17 "
Total length of steel rails in tracks, not including steel-top rails . . . . .	.27 "
[Weight per yard, 67 lbs.]	
Total miles of road operated by this company . . . . .	17.37 "
Total miles of road operated by this company in New Hampshire . . . . .	17.37 "
Number of stations in New Hampshire on all roads operated by this company . . . . .	7
Number of stations on all roads owned by this company . . . . .	7
Same in New Hampshire . . . . .	7

(List of accidents and general information included in Concord Railroad report.)

#### BRIDGES.

Number of trestle bridges of 25 feet length and upwards *	1
Aggregate length of same for single track 154 ft.	
Number of spans of timber bridges of 25 feet and upwards *	3
Aggregate length of same for single track 127½ ft.	
Number of crossings of highways at grade *	15
"    "    "    over railroad . . . . .	1

\* In New Hampshire, on miles of road owned.

Number of highway bridges less than 18 feet above track	1
Number of crossings at which there are neither signals nor flagmen *	15
(Rates of fare, etc., included in Concord Railroad report.)	
CAPITAL STOCK.	
Capital stock authorized by charter .	\$500,000.00
Capital stock issued (number of shares, 2,400) ; amount paid in	\$240,000.00
Capital stock paid in on shares, no dividend	1,017 101,700.00
Total number of stockholders	135
Number of stockholders in New Hampshire	132
Amount of stock held in New Hampshire	\$233,500.00
Amount of stock held in New Hampshire, no dividend	101,700.00

#### NAMES AND RESIDENCES OF OFFICERS.

Samuel N. Bell, *President*, Manchester, N. H. ; Horace E. Chamberlin, *Superintendent*, Concord, N. H. ; James A. Weston, *Treasurer*, Manchester, N. H. ; Bradbury P. Cilley, *Clerk of Corporation*, Manchester, N. H.

#### NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Samuel N. Bell, Martin V. B. Edgerly, Frederick Smyth, Manchester, N. H. ; William F. Head, Hooksett, N. H. ; Reuben L. French, Hiram A. Tuttle, Pittsfield, N. H. ; Charles H. Carpenter, Chichester, N. H.

#### PROPER ADDRESS OF THE COMPANY :

SUNCOOK VALLEY RAILROAD,  
MANCHESTER, N. H.

S. N. BELL,  
*President.*  
JAMES A. WESTON,  
*Treasurer.*  
H. E. CHAMBERLIN,  
*Superintendent.*

\* On miles of road owned in New Hampshire.

## STATE OF NEW HAMPSHIRE.

HILLSBOROUGH and MERRIMACK, ss. December 28, 1886. Then personally appeared Samuel N. Bell, James A. Weston, and Horace E. Chamberlin, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JOHN F. WEBSTER,  
*Justice of the Peace.*

# REPORT

## OF THE

### FITCHBURG RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

#### GENERAL EXHIBIT FOR THE YEAR.

Total income . . . . .		\$3,399,542.48
Total expense (including taxes) . . . . .		2,559,664.99
Net income . . . . .		839,877.49
Rentals: . . . . .		256,480.00
Vermont & Massachusetts R. R. . . . .	\$244,580.00	
Troy & Greenfield & Hoosac Tunnel R. R. . . . .	2,600.00	
Worcester, Nashua & Rochester R. R. . . . .	600.00	
Viaduct Company . . . . .	3,000.00	
Boston & Albany R. R. . . . .	5,100.00	
Cheshire R. R. . . . .	600.00	
Interest accrued during the year: . . . . .		260,763.00
On funded debt . . . . .	\$260,763.00	
Dividends declared (5 per cent) . . . . .		264,330.00
Balance for the year (surplus) . . . . .		58,304.49
Balance at commencement of year . . . . .	\$390,041.61	
Deduct: . . . . .		
Interest accrued prior to October 1, 1885, interest prior to this year having been charged only as it matured . . . . .	\$10,580.08	
Rent of roads accrued prior to October 1, 1885, rent previous to that time having been charged only as it matured . . . . .	6,689.37	
Worthless accounts charged off . . . . .	20,743.93	
	\$38,013.38	
Balance at commencement of year as so changed . . . . .		352,028.23
Balance September 30, 1886 . . . . .		410,332.72

## ANALYSIS OF EARNINGS.

From local passengers (all passengers starting from or stopping at any station on this road) *	\$803,369.04
From through passengers (to and from other roads over and beyond this road) . . . . .	268,920.38
From express and extra baggage . . . . .	81,143.94
From mails . . . . .	30,528.19
Total earnings from passenger department . . . . .	1,183,961.55
From local freight (all freight starting from or stopping at any station on this road) *	741,854.85
From through freight (to and from other roads over and beyond this road) . . . . .	1,336,590.71
Total earnings from freight department . . . . .	2,078,445.56
Total transportation earnings . . . . .	3,262,407.11
Rents for use of road . . . . .	51,000.00
Income from all other sources, viz.: . . . . .	86,135.37
Rent of property . . . . . \$27,409.32	
Discharging coal . . . . . 5,472.67	
Other sources . . . . . 53,253.38	
Total income from all sources . . . . .	\$3,399,542.48

## ANALYSIS OF EXPENSES.

Salaries of general officers and clerks . . . . .	\$94,169.31
Legal expenses . . . . .	11,058.77
Insurance . . . . .	7,369.72
Stationery and printing . . . . .	38,393.63
Outside agencies and advertising . . . . .	57,970.21
Contingencies and miscellaneous . . . . .	38,225.34
Repairs of bridges (including culverts and cattle-guards) . . . . .	40,553.03
Repairs of buildings . . . . .	55,462.58
Repairs of fences, road-crossings, and signs . . . . .	10,151.53
Renewal of rails . . . . .	45,060.14
[Number tons steel laid, 3,322.] . . . . .	
Renewal of ties . . . . .	59,170.41
[Number laid, 138,902.] . . . . .	
Repairs of road-bed and track . . . . .	209,921.91
Repairs of locomotives, including 5 new engines . . . . .	159,501.28
Fuel for locomotives . . . . .	298,619.08
[Tons of coal, 79,837; cords of wood, 778.] . . . . .	
Water supply . . . . .	12,329.90
Oil and waste . . . . .	12,362.53
Locomotive service † . . . . .	237,322.22
Repairs of passenger cars . . . . .	70,057.25
Passenger-train service † . . . . .	90,984.21
" supplies . . . . .	13,719.73
Mileage passenger cars † . . . . .	12,534.11

\* Including passengers and freight to and from other roads starting from or stopping at stations on this road. † Salaries and wages. ‡ Debit balances.

Repairs of freight cars . . . . .	\$169,404.13
Freight-train service * . . . . .	193,959.02
"    supplies . . . . .	11,225.13
Mileage freight cars † . . . . .	43,123.95
Telegraph expenses . . . . .	31,827.03
Loss and damage, freight and baggage . . . . .	4,046.30
"    "    property and cattle . . . . .	3,190.05
Personal injuries . . . . .	22,773.63
Agents' and station service * . . . . .	330,518.45
Station supplies . . . . .	23,960.07
Total operating expenses . . . . .	\$2,408,964.65
Taxes, state } . . . . .	150,700.34
"    local } . . . . .	
Total operating expenses and taxes . . . . .	\$2,559,664.99

**PROPERTY ACCOUNTS: CHARGES AND CREDITS  
DURING THE YEAR.**

Construction not apportioned:	
New sidings and RiverView Bridge . . . . .	\$17,862.92
New signals . . . . .	19,457.65
Walden improvements . . . . .	6,007.91
New station buildings and coal-sheds . . . . .	19,252.14
Total for construction . . . . .	\$62,580.62
Passenger, mail, and baggage cars (5) . . . . .	21,724.73
Total for equipment . . . . .	21,724.73
Other expenditures charged to property account: . . . . .	267,309.61
Land . . . . .	\$159,512.35
Stock of Hoosac Tunnel Dock & Elevator Co. . . . .	41,100.00
Worcester Division improvements . . . . .	49,207.49
Roberts extension and " . . . . .	15,235.30
Other improvements . . . . .	2,254.47
Total charges to property accounts . . . . .	351,614.96
Net addition to property account for the year . . . . .	351,614.96

**Balance-Sheet, September 30, 1886.**

ASSETS.	
Cost of road . . . . .	\$5,673,540.03
Cost of equipment . . . . .	2,680,913.87
Lands in Boston, Worcester, and on line of road . . . . .	447,239.07
Stock of Hoosac Tunnel Dock & Elevator Co. . . . .	452,500.00
Prison land improvements . . . . .	14,351.38
Somerville improvements . . . . .	355,251.30

\* Salaries and wages.

† Debit balances.

Permanent improvements, Worcester Division . . . . .	\$67,578.56	
Other improvements . . . . .	34,786.29	
Total permanent investments . . . . .		\$9,726,160.50
Cash . . . . .	\$224,135.72	
Bills receivable . . . . .	136,000.00	
Due from agents and companies . . . . .	735,314.20	
Materials and supplies . . . . .	378,171.43	
Debit balances . . . . .	171,720.55	
Vermont & Massachusetts R. R. and improvements . . . . .	1,323,081.52	
Total cash assets . . . . .		2,968,423.42
Total assets (as per books of the company) . . . . .		\$12,694,583.92
<b>LIABILITIES.</b>		
Capital stock . . . . .		\$5,286,600.00
Funded debt . . . . .		5,140,600.00
Unfunded debt, viz.: . . . . .		1,857,051.20
Interest unpaid . . . . .	\$108,620.50	
Dividends unpaid . . . . .	8,408.00	
Notes payable . . . . .	828,300.00	
Vouchers and accounts . . . . .	911,722.70	
Profit and loss balance . . . . .		410,332.72
Total liabilities (as per books of the company) . . . . .		\$12,694,583.92
<b>MILEAGE, TRAFFIC, ETC.</b>		
Passenger-train mileage . . . . .		1,280,868
Freight-train mileage . . . . .		1,159,645
Total revenue train mileage . . . . .		2,440,513
Switching-train mileage . . . . .		703,286
Other train mileage . . . . .		56,307
Total train mileage . . . . .		3,200,106
Number of season-ticket passengers * . . . . .	297,313	
Number of local passengers (including season) . . . . .		3,863,556
Number of through passengers (to and from other roads going over and beyond this road) . . . . .		266,839
Total number of passengers carried . . . . .		4,130,395
Local passenger mileage (local passengers carried one mile) . . . . .		45,862,118
Through passenger mileage (through passengers carried one mile) . . . . .		15,211,669
Total passenger mileage . . . . .		61,073,787
Number tons local freight . . . . .		781,665
Number tons through freight (to and from other roads going over and beyond this road) . . . . .		1,727,466

\* Reckoning twelve passengers per week for time of each season ticket.

Total number tons freight carried . . . . .	2,509,181
Local freight mileage (tons local freight carried one mile) . . . . .	29,276,668
Through freight mileage (tons through freight carried one mile) * . . . . .	165,836,414
Total freight mileage . . . . .	195,113,082
Average number of persons employed . . . . .	2,327

## DESCRIPTION OF ROAD.

Main line of road from Boston to Fitchburg . . . . .	50.0 miles.
Double track on main line . . . . .	50.0 "
Branches owned by the company, viz.:	
Freight and ice in Boston (double track) . . . . .	.68 "
Watertown Branch (single track) . . . . .	8.26 "
Lancaster, Sterling & Marlborough (single track) . . . . .	12.42 "
Peterborough & Shirley (single track) . . . . .	23.62 "
Worcester Division (single track) . . . . .	36.0 "
Ashburnham (single track) . . . . .	2.59 "
Total length of branches owned by company . . . . .	83.57 "
Total length of branches owned by company in New Hampshire . . . . .	9.37 "
Double track on branches . . . . .	.68 "
Total road belonging to this company . . . . .	133.57 "
Sidings and other tracks not above enumerated . . . . .	83.07 "
Same in New Hampshire . . . . .	1.41 "
Total length of track, computed as single track . . . . .	267.32 "
Same in New Hampshire . . . . .	10.78 "
Total length of steel rails in tracks, not including steel-top rails . . . . .	162.53 "
[Weights per yard, 60 and 72 lbs.]	

*Roads and Branches belonging to other Companies operated by this Company under lease or contract.*

Vermont & Massachusetts R. R. . . . .	56.0 miles.
Turner Falls Branch . . . . .	2.8 "
Troy, Greenfield & Hoosac Tunnel R. R. . . . .	37.0 "
Total length of above roads . . . . .	95.8 "
Total length of above roads in Massachusetts . . . . .	95.8 "
Total miles of road operated by this company . . . . .	229.37 "
Total miles of road operated by this company in New Hampshire . . . . .	9.37 "
Number of stations in New Hampshire on all roads operated by this company . . . . .	3
Number of telegraph offices in same . . . . .	1
Number of stations on all roads owned by this company . . . . .	64
Same in New Hampshire . . . . .	3

\* Carried to and from other roads.



## EQUIPMENT.

	Leased.	Owned.	Total.
Number of locomotives.....	10	102	112
“ passenger cars.....	15	116	131
“ parlor or sleeping cars.....			
“ baggage, mail, and express cars	3	26	29
“ freight cars (basis of 8 wheels)..	233	3,164	3,397
“ other cars.....		160	160
Snow-plows .....			10

## LIST OF ACCIDENTS.

	From causes beyond their own control (in New Hampshire).		From their own misconduct or carelessness (in New Hampshire).		Total in New Hampshire.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers .....							1	5
Employés .....							10	66
Others .....							10	19

## GENERAL INFORMATION.

Maximum weight of locomotives in working order .	56	tons.
Average “ “ “ “	45½	“
Maximum weight of tenders full of fuel and water .	35	“
Average “ “ “ “	26	“
Maximum weight of passenger cars . . . . .	23	“
Average “ “ “ “	20	“
“ “ mail and baggage cars . . . . .	18	“
“ “ 8-wheel box freight cars . . . . .	10	“
“ “ 4-wheel “ “ . . . . .	4½	“
“ “ 8-wheel platform cars . . . . .	7½	“
“ “ 4-wheel “ “ . . . . .	3	“
Length of heaviest engine and tender, from center of forward truck-wheel of engine to center of rear wheel of tender . . . . .	46¾	feet.
Total length of heaviest engine and tender over all	57¾	“

Number of miles of road operated by this company not furnished with telegraph facilities:

From Ashburnham Junction to Ashburnham

2.59 miles.

Charges for the transportation of company's supplies are not included in earnings as reported for this road.

#### BRIDGES.

Number of trestle bridges of 25 feet length and upwards \*

13

Aggregate length of same for single track 1,034 ft.

" " double " 904 "

" " triple " 2,427 "

Number of spans of iron bridges of 25 feet and upwards \*

15

Aggregate length of same for single track 367 ft.

" " double " 580 "

" " triple " 45 "

Number of spans of timber bridges of 25 feet and upwards \*

4

Aggregate length of same for single track 145 ft.

" " double " 25 "

" " triple " 44 "

Number of crossings of highways at grade \*

188

" " " over railroad

24

" " " under railroad

11

Number of highway bridges 18 feet above track

4

Number of highway bridges less than 18 feet above track

20

Number of crossings at which gates or flagmen are maintained

68

Number of crossings at which electric signals are maintained \*

18

Number of crossings at which there are neither signals nor flagmen \*

120

Number of railroad crossings at grade: \*

7

Boston & Maine.

Eastern.

Boston & Albany.

Old Colony, at Concord.

Worcester, Nashua & Rochester, main line.

Worcester, Nashua & Rochester (Peterborough & Shirley).

Old Colony, at Fitchburg.

Number of railroad crossings under other railroads: \*

3

Boston & Lowell.

Central Massachusetts (Weston).

" " (Hudson).

\* In New Hampshire, on miles of road owned.

### RATES OF FARE, ETC.

Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company*	1.73 cents.
Average rate of fare per mile received from passengers to and from other roads	1.76 "
Average rate of fare per mile for season-ticket passengers†	.66 "
Average rate of fare per mile received from all passengers	1.75 "
Average rate of local freight per ton per mile*	2.53 "
Average rate of freight per ton per mile received from freight to and from other roads	.81 "
Average rate of freight per ton per mile received from all freight	1.07 "

### CAPITAL STOCK.

Capital stock authorized by charter	\$7,114,000.00
Capital stock authorized by votes of company	6,814,000.00
Capital stock issued (number of shares, 52,866); amount paid in	\$5,286,600.00
Total amount paid in (as per books of the company)	5,286,600.00
Total number of stockholders	3,064
Number of stockholders in New Hampshire	233
Amount of stock held in New Hampshire	\$248,800.00

### DEBT.

#### Funded debt, as follows:

Bonds due April 1, 1894; rate of interest, 7 per cent	\$500,000.00
Interest paid on same during year	\$35,000.00
Bonds due October 1, 1897; rate of interest, 6 per cent	500,000.00
Interest paid on same during year	\$30,000.00
Bonds due October 1, 1899; rate of interest, 5 per cent	500,000.00
Interest paid on same during year	\$25,000.00
Bonds due October 1, 1900; rate of interest, 5 per cent	500,000.00
Interest paid on same during year	\$25,000.00
Bonds due October 1, 1901; rate of interest, 5 per cent	500,000.00
Interest paid on same during year	\$25,000.00

\* Rates as per tariff.

† Reckoning twelve passengers per week for time of each season ticket.

Bonds due April 1, 1902; rate of interest, 5 per cent	\$500,000.00
Interest paid on same during year	\$25,000.00
Bonds due April 1, 1903; rate of interest, 5 per cent	500,000.00
Interest paid on same during year	\$25,000.00
Bonds due April 1, 1904; rate of interest, 4 per cent	500,000.00
Interest paid on same during year	\$20,000.00
Bonds due June 1, 1905; rate of interest, 4 per cent	500,000.00
Interest paid on same during year	\$20,000.00
Boston, Barre & Gardner R. R. 1st mortgage bonds, due April 1, 1893; rate of interest, 7 per cent	91,300.00
Interest paid on same during year	\$6,391.00
Boston, Barre & Gardner R. R. 1st mortgage bonds, due April 1, 1893; rate of interest, 5 per cent	299,700.00
Interest paid on same during year	\$14,985.00
Boston, Barre & Gardner R. R. 2d mortgage bonds, due July 1, 1895; rate of interest, 3 per cent	186,300.00
Interest paid on same during year	\$5,589.00
Boston, Barre & Gardner R. R. 3d mortgage bonds, due July 1, 1895; rate of interest, 6 per cent	57,300.00
Interest paid on same during year	\$3,438.00
Ashburnham 1st mortgage bonds, due June 1, 1887; rate of interest, 6 per cent	6,000.00
Interest paid on same during year	\$360.00
Total amount of funded debt	\$5,140,600.00

#### NAMES AND RESIDENCES OF OFFICERS.

E. B. Phillips, *President*, Boston, Mass.; J. W. Whitmore, *Traffic Manager*, Boston, Mass.; C. S. Anthony, *Auditor*, Boston, Mass.; John Adams, *Superintendent*, Boston, Mass.; C. L. Hartwell, *General Freight Agent*, Waltham, Mass.; J. R. Watson, *General Passenger Agent*, Boston, Mass.; M. D. Benson, *Treasurer*, Cambridge, Mass.; Thomas Whittemore, *Clerk of Corporation*, Cambridge, Mass.

#### NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

E. B. Phillips, Boston, Mass.; Seth Bemis, Newton, Mass.; Robert Codman, Boston, Mass.; Rodney Wallace, Fitchburg, Mass.; Franklin N. Poor, Somerville, Mass.; Charles T. Crocker, Fitchburg, Mass.; Charles A. Welch, Boston, Mass.

PROPER ADDRESS OF THE COMPANY :  
FITCHBURG RAILROAD COMPANY,  
BOSTON, MASS.

---

E. B. PHILLIPS,  
ROBERT CODMAN,  
RODNEY WALLACE,  
FRANKLIN N. POOR,  
C. T. CROCKER,  
CHARLES A. WELCH,

*Directors.*

M. D. BENSON,

*Treasurer.*

JOHN ADAMS,

*Superintendent.*

---

STATE OF MASSACHUSETTS.

SUFFOLK, SS. December 2, 1886. Then personally appeared E. B. Phillips, Robert Codman, Rodney Wallace, Franklin N. Poor, C. T. Crocker, Charles A. Welch, M. D. Benson, and John Adams, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

THOMAS WHITTEMORE, *Justice of the Peace.*

# REPORT

## OF THE

### MOUNT WASHINGTON RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

GENERAL EXHIBIT FOR THE YEAR.	
Total income . . . . .	\$31,202.17
Total expense (including taxes) . . . . .	14,580.14
Net income . . . . .	16,622.03
Interest accrued during year on debt . . . . .	600.00
Dividends declared (10 per cent) . . . . .	12,950.00
Balance for the year . . . . .	3,072.03
Balance at commencement of year . . . . .	\$12,290.55
Add cash received for wood burned . . . . .	480.00
	\$12,770.55
Increase in passenger receipts . . . . .	142.75
	\$12,913.30
Deduct:	
For provisions } : : . . . . .	\$33.00
For labor, cutting wood . . . . .	19.73
	200.00
	\$252.73
Balance at commencement of year as so changed . . . . .	\$12,660.67
Balance September 30, 1886 (surplus) . . . . .	15,732.60
ANALYSIS OF EARNINGS.	
From local passengers (all passengers starting from or stopping at any station on this road) * }	\$30,267.00
From through passengers (to and from other roads over and beyond this road) . . . . .	

\* Including passengers and freight to and from other roads starting from or stopping at stations on this road.

From mails . . . . .	\$149.59
Total earnings from passenger department . . . . .	30,416.59
From local freight (all freight starting from or stopping at any station on this road) * . . . .	252.00
Income from all other sources, viz.: . . . . .	
Interest . . . . .	\$399.46
Miscellaneous . . . . .	134.12
	<hr/>
	533.58
Total income from all sources . . . . .	31,202.17
<b>ANALYSIS OF EXPENSES.</b>	
Salaries of general officers and clerks . . . . .	\$1,050.00
Insurance . . . . .	255.50
Stationery and printing . . . . .	80.90
Outside agencies and advertising } . . . . .	
Contingencies and miscellaneous . . . . .	161.55
Repairs of road-bed and track . . . . .	3,465.76
Repairs of locomotives . . . . .	646.63
Fuel for locomotives . . . . .	2,097.75
[Cords of wood, 612.]	
Oil and waste . . . . .	145.75
Locomotive service † . . . . .	1,859.75
Repairs of passenger cars . . . . .	323.31
Passenger-train service † . . . . .	800.01
Freight on supplies and lumber . . . . .	604.14
Telegraph expenses and clerk . . . . .	139.34
Station supplies . . . . .	1,381.33
Total operating expenses . . . . .	<hr/>
	\$13,011.72
Taxes, state . . . . .	1,568.72
Total operating expenses and taxes . . . . .	<hr/>
	\$14,580.14

**Balance-Sheet, September 30, 1886.**

<b>ASSETS.</b>	
Cost of road } . . . . .	\$139,500.00
Cost of equipment } . . . . .	
Cash . . . . .	\$15,732.60
Total cash assets . . . . .	15,732.60
Total assets (as per books of the company) . . . . .	<hr/>
	\$155,232.60
<b>LIABILITIES.</b>	
Capital stock . . . . .	\$129,500.00
Notes payable . . . . .	10,000.00
Profit and loss balance . . . . .	15,732.60
Total liabilities (as per books of the company) . . . . .	<hr/>
	\$155,232.60

\* Including passengers and freight to and from other roads starting from or stopping at stations on this road.

† Salaries and wages.

MILEAGE, TRAFFIC, ETC.	
Number of local passengers (including season and free) }	11,031
Number of through passengers (to and from other roads going over and beyond this road) }	
Total number of passengers carried	11,031
Local passenger mileage (local passengers carried one mile, not including free) }	64,723½
Through passenger mileage (through passengers carried one mile, including free) }	
Total passenger mileage	64,723½
Number tons local freight	16½
Total number tons freight carried	16½
Local freight mileage (tons local freight carried one mile) }	56
Through freight mileage (tons through freight carried one mile) *	
Total freight mileage	56
Average number of persons employed	25 to 30
DESCRIPTION OF ROAD.	
Main line of road from base of Mt. Washington to summit	3.333 miles.
Main line of road in New Hampshire	3.333 "
Total road belonging to this company	3.333 "
Total length of track, computed as single track	3.333 "
Same in New Hampshire	3.333 "
Total miles of road operated by this company	3.333 "
Total miles of road operated by this company in New Hampshire	3.333 "
Number of stations on all roads owned by this company	2
Same in New Hampshire	2

## EQUIPMENT.

	Leased.	Owned.	Total.
Number of locomotives.....		6	6
" passenger cars.....		7	7
" baggage, mail, and express cars.....		1	1
" freight cars (basis of 8 wheels)...		2	2

\* Carried to and from other roads.



GENERAL INFORMATION.	
Maximum weight of locomotives in working order	12 tons.
Average " " " "	12 "
Maximum weight of tenders full of fuel and water: included in weight of locomotive.	
Maximum weight of passenger cars . . . .	3 "
Average " " " "	2 $\frac{1}{2}$ "
" " mail and baggage cars . . . .	$\frac{1}{4}$ ton.
" " 4-wheel box freight cars . . . .	1 $\frac{1}{2}$ tons.
" " 4-wheel platform cars . . . .	1 $\frac{1}{2}$ "
Length of heaviest engine and tender, from center of forward truck-wheel of engine to center of rear wheel of tender . . . . .	15 feet.
Total length of heaviest engine and tender over all	18 "
Number locomotives equipped with train brake, all. [Kind of brake, Westinghouse.]	
Number of cars equipped with train brake, all. [Kind of brake, Westinghouse.]	
CAPITAL STOCK.	
Capital stock authorized by votes of company . . . . .	\$129,500.00
Capital stock issued (number of shares, 1,295); amount paid in . . . . .	[\$129,500.00
Total amount paid in (as per books of the com- pany) . . . . .	129,500.00
Total number of stockholders . . . . .	30
Number of stockholders in New Hampshire . . . .	21
Amount of stock held in New Hampshire . . . . .	\$80,000

## NAMES AND RESIDENCES OF OFFICERS.

John H. George, *President*, Concord, N. H.; Walter Aiken, *General Manager*, Franklin Falls, N. H.; Lucius Tuttle, *General Passenger Agent*, Boston, Mass.; Edward D. Harlow, *Treasurer*, Boston, Mass.; A. E. Brown, *Clerk of Corporation*, Concord, N. H.

## NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

John H. George, Concord, N. H.; Nathaniel White, Jr., Concord, N. H.; Walter Aiken, Franklin Falls, N. H.; Alvah W. Sulloway, Franklin Falls, N. H.; Emmons Raymond, Boston, Mass.; John H. Mitchell, Concord, N. H.; J. Thomas Vose, Boston, Mass.

## RAILROAD COMMISSIONERS' REPORT.

PROPER ADDRESS OF THE COMPANY:

MOUNT WASHINGTON RAILROAD,

*President and Clerk's Office, CONCORD, N. H.**Treasurer's Office, BOSTON, MASS.*

---

WALTER AIKEN,*Director.*

EDWARD D. HARLOW,

*Treasurer.*

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## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, January 7, 1887. Then personally appeared Edward D. Harlow, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

GEORGE N. CARPENTER,

*Justice of the Peace.*

# REPORT OF THE PORTLAND & ROCHESTER RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

GENERAL EXHIBIT FOR THE YEAR.	
Total income . . . . .	\$191,503.06
Total expense (including taxes) . . . . .	148,909.03
Net income . . . . .	42,594.03
Dividends declared (5 per cent) . . . . .	29,516.97
Balance for the year . . . . .	13,077.06
Balance at commencement of year . . . . .	\$62,453.71
Deduct . . . . .	6,498.68
Balance at commencement of year as so changed . . . . .	55,955.03
Balance September 30, 1886 (surplus) . . . . .	69,032.09
ANALYSIS OF EARNINGS.	
From local passengers (all passengers starting from or stopping at any station on this road)* and from through passengers (to and from other roads over and beyond this road) . . . . .	\$70,719.39
From express . . . . .	2,579.50
From mails . . . . .	6,912.96
Total earnings from passenger department . . . . .	80,211.85
From through freight (to and from other roads over and beyond this road) and from local freight (all freight starting from or stopping at any station on this road)* . . . . .	109,888.56
From other sources, freight department . . . . .	276.86
Total earnings from freight department . . . . .	110,165.42
Total transportation earnings . . . . .	190,377.27
Income from all other sources . . . . .	1,125.79
Total income from all sources . . . . .	\$191,503.06

\* Including passengers and freight to and from other roads starting from or stopping at stations on this road.

ANALYSIS OF EXPENSES.	
Salaries of general officers . . . . .	\$6,500.00
Legal expenses . . . . .	736.55
Insurance . . . . .	584.63
Stationery . . . . .	212.21
Outside agencies, advertising and printing . . . . .	1,621.74
Contingencies and miscellaneous . . . . .	3,982.17
Repairs of bridges . . . . .	4,643.83
Repairs of buildings, etc. . . . .	4,949.43
Repairs of fences, road-crossings, and signs . . . . .	2,204.28
Renewal of rails . . . . .	8,621.34
[Number tons steel laid, 702.13, less old rails.]	
Renewal of ties . . . . .	5,741.59
[Number laid, 19,404.]	
Repairs of road-bed and track . . . . .	28,729.15
Repairs of locomotives . . . . .	6,174.89
New locomotive, charged operating expenses . . . . .	6,000.00
Fuel for locomotives . . . . .	14,316.58
Water supply . . . . .	925.55
Oil and waste . . . . .	1,676.49
Locomotive service * . . . . .	9,284.84
Repairs of passenger cars . . . . .	4,724.96
Passenger-train service * . . . . .	3,687.95
" supplies . . . . .	289.86
Repairs of freight cars . . . . .	7,245.70
Freight-train service * . . . . .	7,707.55
" supplies . . . . .	52.52
Telegraph expenses . . . . .	688.92
Loss and damage, freight and baggage . . . . .	236.85
" " property and cattle . . . . .	65.25
Agents' and station service * . . . . .	7,533.44
Watchmen and switchmen . . . . .	6,569.76
Station supplies . . . . .	239.57
Fuel for shops, etc. . . . .	1,014.16
Total operating expenses . . . . .	\$146,961.76
Taxes, state . . . . .	1,544.62
" local . . . . .	402.65
Total operating expenses and taxes . . . . .	\$148,909.03
Balance-Sheet, September 30, 1886.	
ASSETS.	
Cost of road } . . . . .	\$591,357.19
Cost of equipment }	

\* Salaries and wages.

Cash . . . . .	\$10,597.19	
Bills receivable . . . . .	41,848.02	
Due from agents and companies . . . . .	3,184.12	
Materials and supplies . . . . .	13,402.76	
Total cash assets . . . . .		\$69,032.09
Total assets (as per books of the company) . . . . .		\$660,389.28
LIABILITIES.		
Capital stock issued . . . . .		\$591,357.19
Profit and loss balance . . . . .		69,032.09
Total (not included in Balance-Sheet) . . . . .		\$660,389.28
MILEAGE, TRAFFIC, ETC.		
Passenger-train mileage . . . . .		77,475
Freight-train mileage . . . . .		65,492
Total revenue train mileage . . . . .		142,967
Switching-train mileage . . . . .		29,269
Other train mileage . . . . .		8,512
Total train mileage . . . . .		180,748
Number of local passengers (including season) . . . . .		185,047
Number of through passengers (to and from other roads going over and beyond this road) . . . . .		21,931
Total number of passengers carried . . . . .		206,978
Number tons local freight . . . . .		62,639
Number tons through freight (to and from other roads going over and beyond this road) . . . . .		53,059
Total number tons freight carried . . . . .		115,698
Average number of persons employed . . . . .		150
DESCRIPTION OF ROAD.		
Main line of road from Portland, Me., to Rochester, N. H. . . . .	52.5	miles.
Main line of road in New Hampshire . . . . .	3.5	"
" " in Maine . . . . .	49.0	"
Sidings and other tracks not above enumerated . . . . .	11.16	"
Same in New Hampshire . . . . .	1.35	"
Total length of steel rails in tracks, not including steel-top rails . . . . .	52.5	"
[Weight per yard, 56 lbs.]		
Number of stations in New Hampshire on all roads operated by this company . . . . .	2	
Number of telegraph offices in same . . . . .	2	
Number of stations on all roads owned by this company . . . . .	18	
Same in New Hampshire . . . . .	2	

EQUIPMENT.	
Number of locomotives . . . . .	8
“ passenger cars . . . . .	9
“ baggage, mail, and express cars . . . . .	5
“ freight cars (basis of 8 wheels) . . . . .	211
GENERAL INFORMATION.	
Maximum weight of locomotives in working order .	40 tons.
Average “ “ “ “ “	33 “
Maximum weight of tenders full of fuel and water	18 “
Average “ “ “ “ “	14 “
Maximum weight of passenger cars . . . . .	19 “
Average “ “ “ “ “	16 “
“ “ mail and baggage cars . . . . .	13 “
“ “ 8-wheel box freight cars . . . . .	9 “
“ “ 8-wheel platform cars . . . . .	7½ “
Length of heaviest engine and tender, from center of forward truck-wheel of engine to center of rear wheel of tender . . . . .	42½ feet.
Total length of heaviest engine and tender over all	50½ “
Number of locomotives equipped with train brake .	4
[Kind of brake, Westinghouse automatic.]	
Number of cars equipped with train brake . . . . .	7
[Kind of brake, Westinghouse automatic.]	
Number of passenger cars with Miller platform and buffer . . . . .	8
RATES OF FARE, ETC.	
Average rate of fare per mile received from passengers to and from other roads . . . . .	3.5 cents.
Average rate of fare per mile for season-ticket passengers* . . . . .	1.0 “
Average rate of fare per mile received from all passengers . . . . .	2.5 “
CAPITAL STOCK.	
Capital stock authorized by charter . \$600,000.00	
Capital stock paid in on shares not issued . . . . .	\$588,617.19
Total number of stockholders . . . . .	96
Number of stockholders in New Hampshire . . . . .	3
Amount of stock held in “ “ \$1,100.00	

## NAMES AND RESIDENCES OF OFFICERS.

George P. Wescott, *President*; Joseph W. Peters, *Superintendent and General Passenger Agent*; William H. Conant, *Treasurer and Clerk of Corporation*.

\* Reckoning twelve passengers per week for time of each season ticket.

## NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

George P. Wescott, Nathan Webb, W. L. Putnam, C. McCarthy, Jr., Portland, Me.; I. S. Ricker, Deering, N. H.; George C. Lord, Newton, Mass.; Richard Olney, Boston, Mass.; Arthur Sewall, Bath, Me.; Stephen J. Young, Brunswick, Me.

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## PROPER ADDRESS OF THE COMPANY:

PORTLAND & ROCHESTER RAILROAD,  
PORTLAND, ME.

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WILLIAM H. CONANT,  
*Treasurer.*

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## STATE OF MAINE.

CUMBERLAND, ss. March 2, 1887. Then personally appeared William H. Conant, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

JOHN A. WATERMAN,  
*Justice of the Peace.*

# REPORT

## OF THE

### RECEIVER OF THE PORTLAND & OGDENSBURG RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1888.

GENERAL EXHIBIT FOR THE YEAR.	
Total income . . . . .	\$393,591.52
Total expense (including taxes) . . . . .	239,594.12
Net income . . . . .	153,997.40
Interest accrued during year: . . . . .	12,762.12
On receiver's certificates . . . . .	\$12,500.00
On other debt . . . . .	262.12
Balance for the year (surplus) . . . . .	109,020.06
Balance at commencement of year (deficit) . . . . .	\$99,495.61
Add: . . . . .	
Sundry accounts . . . . .	808.30
New shops . . . . .	8,708.98
Grading . . . . .	5,110.81
Bridging . . . . .	16,062.12
	\$130,185.82
Deduct: . . . . .	
Old rails sold . . . . .	\$32,205.22
Sundry accounts . . . . .	10.00
	\$32,215.22
Balance at commencement of year as so changed . . . . .	97,970.60
Balance September 30, 1886 (surplus) . . . . .	11,049.46
ANALYSIS OF EARNINGS.	
From local passengers (all passengers starting from or stopping at any station on this road)* . . . . .	\$59,479.18
From through passengers (to and from other roads over and beyond this road) . . . . .	72,708.97

\*Including passengers and freight to and from other roads starting from or stopping at stations on this road.



From express and extra baggage . . . . .	\$4,660.55
“ mails . . . . .	8,129.90
From other sources, passenger department . . . . .	912.57
Total earnings from passenger department . . . . .	145,891.17
From local freight (all freight starting from or stopping at any station on this road) * . . . . .	132,850.67
From through freight (to and from other roads over and beyond this road) . . . . .	82,445.72
From other sources, freight department . . . . .	188.74
Total earnings from freight department . . . . .	215,485.13
Total transportation earnings . . . . .	361,376.30
Income from all other sources, viz.: . . . . .	32,215.22
Old rails sold . . . . .	\$32,205.22
Sundry accounts . . . . .	10.00
Total income from all sources . . . . .	\$393,591.52

## ANALYSIS OF EXPENSES.

Salaries of general officers and clerks } . . . . .	\$14,930.35
Legal expenses and miscellaneous } . . . . .	
Insurance . . . . .	1,326.94
Repairs of bridges (including culverts and cattle-guards) . . . . .	2,125.73
Repairs of buildings . . . . .	3,309.17
Repairs of fences, road-crossings, and signs . . . . .	1,589.62
Repairs of machine-shops and machinery and general expense of shops . . . . .	4,431.27
Removing ice and snow . . . . .	3,383.13
Renewal of ties . . . . .	3,922.47
Repairs of road-bed and track . . . . .	28,807.73
New locomotives . . . . .	6,600.00
Repairs of locomotives . . . . .	13,930.63
Repairs of snow-plows . . . . .	574.23
Fuel for locomotives . . . . .	34,595.16
“ stations and shops . . . . .	1,932.24
Water supply . . . . .	1,015.60
Oil and waste . . . . .	2,918.20
Switchmen, watchmen, flagmen, and signalmen . . . . .	7,227.76
Repairs of passenger, baggage, and mail cars . . . . .	10,421.49
Passenger-train service † } . . . . .	13,976.13
“ supplies } . . . . .	
Repairs of freight cars . . . . .	15,125.04
Freight-train service † } . . . . .	19,957.14
“ supplies } . . . . .	
Mileage freight cars † . . . . .	10,907.16
Telegraph expenses . . . . .	704.08
Loss and damage, freight and baggage . . . . .	458.49
Personal injuries . . . . .	711.57

\* Including passengers and freight to and from other roads starting from or stopping at stations on this road.

† Salaries and wages. † Debit balances.

Agents' and station service * }		\$32,308.97
Station supplies . . . }		
Taxes, state }		2,343.82
" local }		
Total operating expenses and taxes . . .		\$239,594.12
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.		
Grading and masonry . . . . .		\$5,741.51
Bridging . . . . .		16,062.12
Superstructure, including rails . . . . .		580.00
Passenger and freight stations, wood-sheds, and water-stations . . . . .		349.32
Engine-houses, car-sheds, and turn-tables . . . . .		4,598.64
Machine-shops and carpenter-shops . . . . .		2,550.32
Total for construction . . . . .		\$29,881.91
Net addition to property for the year . . . . .		29,881.91
Balance-Sheet, September 30, 1886.		
ASSETS.		
Accounts and coupons of P. & O. R. R. paid . . . . .		\$214,153.76
Cash . . . . .	\$40,860.23	
Due from agents and companies . . . . .	39,162.78	
Materials and supplies . . . . .	10,368.89	
Debit balances . . . . .	14,126.40	
Total cash assets . . . . .		104,518.30
Total assets (as per books of the company) . . . . .		\$318,672.06
LIABILITIES.		
Funded debt, receiver's loan certificates . . . . .		\$250,000.00
Unfunded debt, vouchers and accounts . . . . .		57,622.60
Profit and loss balance . . . . .		11,049.46
Total liabilities (as per books of the company) . . . . .		\$318,672.06
MILEAGE, TRAFFIC, ETC.		
Passenger-train mileage . . . . .		138,791
Freight-train mileage . . . . .		123,827
Total revenue train mileage . . . . .		262,618
Switching-train mileage . . . . .		53,974

\* Salaries and wages.

Other train mileage . . . . .	11,346
Total train mileage . . . . .	327,938
Number of local passengers (including season) . . . . .	89,776
Number of through passengers (to and from other roads going over and beyond this road) . . . . .	57,731
Total number of passengers carried . . . . .	147,507
Local passenger mileage (local passengers carried one mile) . . . . .	1,987,465.8
Through passenger mileage (through passengers carried one mile) . . . . .	2,142,749.5
Total passenger mileage . . . . .	4,130,215.3
Number tons local freight . . . . .	136,715.2
Number tons through freight (to and from other roads going over and beyond this road) . . . . .	141,836
Total number tons freight carried . . . . .	278,551.2
Local freight mileage (tons local freight carried one mile) . . . . .	3,182,441
Through freight mileage (tons through freight carried one mile) * . . . . .	11,576,911
Total freight mileage . . . . .	14,759,352
Average number of persons employed . . . . .	333

## DESCRIPTION OF ROAD.

Main line of road from Portland, Me., to Fabian's, N. H. . . . .	89.034 miles.
Main line of road from Scott's, N. H., to Vermont line . . . . .	2.32 "
	91.354 miles.
Main line of road in New Hampshire . . . . .	40.544 "
" " in Maine . . . . .	50.81 "
Total road belonging to this company . . . . .	91.354 "
Sidings and other tracks not above enumerated . . . . .	21.0 "
Total length of track, computed as single track . . . . .	112.354 "
[Weights per yard, 60, 56, and 50 lbs.]	
Total miles of road operated by this company . . . . .	91.354 "
Total miles of road operated by this company in New Hampshire . . . . .	40.544 "
Number of stations in New Hampshire on all roads operated by this company . . . . .	9
Number of telegraph offices in same . . . . .	4
Number of stations on all roads owned by this company . . . . .	22
Same in New Hampshire . . . . .	9

\* Carried to and from other roads.

## EQUIPMENT.

	Leased.	Owued.	Total.
Number of locomotives .....	4	11	15
" passenger cars.....	6	14	20
" parlor or sleeping cars... ..	1	4	5
" baggage, mail, and express cars.....			
" freight cars (basis of 8 wheels).....			250
" other cars .....			11

## LIST OF ACCIDENTS.

	From causes beyond their own control (in New Hampshire).		From their own misconduct or carelessness (in New Hampshire).		Total in New Hampshire.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....								1
Employés..	1	1			1	1	4	3
Others.....								2

## STATEMENT OF EACH ACCIDENT IN NEW HAMPSHIRE.

*April 11, 1886.*—Albert Billings, conductor of construction train, struck by piece of bridge iron and ankle broken, at Bartlett.

*August 4.*—George Harmon, freight brakeman, fell from car near Cook's cut in Conway, and had his neck broken.

## GENERAL INFORMATION.

Maximum weight of locomotives in working order .	90,000 lbs.
Average " " " " .	72,000 "
Maximum weight of tenders full of fuel and water	60,000 "
Average " " " " .	50,000 "
Length of heaviest engine and tender, from center of forward truck-wheel of engine to center of rear wheel of tender .	43 feet.
Total length of heaviest engine and tender over all	51 "

Number of locomotives equipped with train brake . [Kind of brake, Eames.]	11
Number of cars equipped with train brake . . . [Kind of brake, Eames.]	21
Number of passenger and baggage cars with Miller platform and buffer . . . . .	21

## BRIDGES BUILT WITHIN THE YEAR IN NEW HAMPSHIRE.

Location.	Kind.	Material.	Length.	When built.
Saco River, No. 4.	Truss — Pratt.....	Iron	178 ft.	1885. Oct. and Nov.
" " No. 5.	" "	"	172 "	"
Sawyer's River...	Plate Girder.....	"	164 "	"
Bemis Brook.....	" "	"	22 "	"

## BRIDGES.

Number of iron bridges of 25 feet and up- wards* . . . . .	3,172 ft.	16
Number of timber bridges of 25 feet and up- wards* . . . . .	1,069 ft.	17
Number of crossings of highways at grade* . . .		59
" " " over railroad . . .		3
" " " under " . . .		2
" of highway bridges less than 18 feet above track . . . . .		3
Number of crossings at which gates or flagmen are maintained . . . . .		1
Number of railroad crossings at grade:* . . .		4
Maine Central, at Portland, Me.		
Boston & Maine, at Portland, Me.		
Portland & Rochester, at Westbrook, Me.		
Boston, Concord & Montreal, at Fabyan's, N. H.		

## NAMES AND RESIDENCES OF OFFICERS.

Samuel J. Anderson, *Receiver*, Portland, Me.; John F. Anderson, *Chief Engineer*, Portland, Me.; Jonas Hamilton, *Superintendent*, Portland, Me.; Walter Tolman, *General Freight Agent*, Portland Me.;

\* On miles of road owned in New Hampshire.

Charles H. Foye, *General Passenger Agent*, Portland, Me. ; John W. Dana, *Treasurer*, Portland, Me. ; Charles H. Foye, *Clerk of Corporation*, Portland, Me.

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PROPER ADDRESS OF THE COMPANY :

PORTLAND & OGDENSBURG RAILWAY,  
PORTLAND, ME.

---

SAMUEL J. ANDERSON,  
*Receiver.*

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STATE OF MAINE.

CUMBERLAND Co., ss. December 31, 1886. Then personally appeared Samuel J. Anderson, receiver of Portland & Ogdensburg Railroad Company, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

JOHN W. DANA,  
*Justice of the Peace.*

# REPORT

## OF THE

### PROFILE & FRANCONIA NOTCH RAIL- ROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

GENERAL EXHIBIT FOR THE YEAR.	
Total income . . . . .	\$20,643.14
Total expense (including taxes) . . . . .	10,351.82
Net income . . . . .	10,291.32
Dividends declared (4 per cent) . . . . .	8,000.00
Balance for the year . . . . .	2,291.32
Balance at commencement of year . . . . .	1.62
Balance November 1, 1886 . . . . .	2,292.94
ANALYSIS OF EARNINGS.	
From local passengers (all passengers starting from or stopping at any station on this road)* . . . . .	\$19,873.21
From express and extra baggage . . . . .	338.63
From mails . . . . .	219.63
Total earnings from passenger department . . . . .	20,431.47
Total earnings from freight department . . . . .	209.25
Total transportation earnings . . . . .	20,640.72
Income from all other sources . . . . .	2.42
Total income from all sources . . . . .	\$20,643.14
Balance-Sheet, September 30, 1886.	
ASSETS.	
Cost of road . . . . .	\$191,071.99
Cost of equipment . . . . .	24,945.03
Total permanent investments . . . . .	\$216,017.02
Cash . . . . .	\$2,292.94
Total cash assets . . . . .	2,292.94
Total assets (as per books of the company) . . . . .	\$218,309.96

\*Including passengers and freight to and from other roads starting from or stopping at stations on this road.

LIABILITIES.	
Capital stock . . . . .	\$200,000.00
Paid on account construction above capital stock . .	16,017.02
Profit and loss balance, cash on hand November 1, 1886 . . . . .	2,292.94
Total liabilities (as per books of the company)	\$218,309.96
DESCRIPTION OF ROAD.	
Main line of road from Profile House to Bethlehem Junction and Bethlehem . . . . .	13½ miles.
Total length of steel rails in tracks, not including steel-top rails . . . . .	13½ "
[Weights per yard, 10 miles, 35 lbs., steel.]	
[ " " 3½ " 40 " " ]	
EQUIPMENT.	
Number of locomotives . . . . .	3
Number of passenger cars . . . . .	4
Number of baggage, mail, and express cars (1 baggage and 2 combination) . . . . .	3
Number of freight cars (basis of 8 wheels) . . . .	6
Number of other cars (push and hand cars) . . . .	5
GENERAL INFORMATION.	
Number of locomotives equipped with train brake .	3
[Kind of brake, Westinghouse power brake.]	
Number of cars equipped with train brake . . . .	7
Number of passenger cars with Miller platform and buffer . . . . .	7
BRIDGES.	
Number of trestle bridges of 25 feet length and upwards* . . . . .	1
Aggregate length of same for single track 130 ft.	
Number of spans of iron bridges of 25 feet and upwards* . . . . .	1
Aggregate length of same for single track 290 ft.	
Number of spans of timber bridges of 25 feet and upwards* . . . . .	2
Aggregate length of same for single track 130 ft.	
Number of crossings of highways at grade* . . . .	3
Number of crossings at which there are neither signals nor flagmen* . . . . .	3

\* In New Hampshire, on miles of road owned.



Number of railroad crossings at grade: *	3
Bethlehem Junction . . . . .	1
Maplewood . . . . .	1
Bethlehem . . . . .	1
CAPITAL STOCK.	
Capital stock authorized by charter .	\$200,000.00
Capital stock authorized by votes of company . . . . .	200,000.00
Capital stock issued (number of shares, 2,000); amount paid in . . . . .	\$200,000.00
Total amount paid in (as per books of the company) . . . . .	200,000.00
Total number of stockholders . . . . .	63
Number of stockholders in New Hampshire . . . . .	48
Amount of stock held in " " . . . . .	\$153,000.00

## NAMES AND RESIDENCES OF OFFICERS.

John H. George, *President*, Concord, N. H.; E. Raymond and S. N. Bell, *Auditors*; C. H. Greenleaf, *Superintendent, General Freight Agent, General Passenger Agent, and Treasurer*, Profile House, N. H.; Samuel N. Bell, *Clerk of Corporation*, Manchester, N. H.

## NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Emmons Raymond and Isaac S. Craft, Boston, Mass.; John H. George and John A. White, Concord, N. H.; Samuel N. Bell, Manchester, N. H.; Walter Aiken, Franklin, N. H.; C. F. Eastman, Littleton, N. H.

## PROPER ADDRESS OF THE COMPANY:

PROFILE & FRANCONIA NOTCH RAILROAD,  
PROFILE HOUSE, N. H.

JOHN H. GEORGE,  
*President.*

C. H. GREENLEAF,  
*Treasurer.*

\*On miles of road owned in New Hampshire.

## STATE OF NEW HAMPSHIRE.

MERRIMACK, ss. January 3, 1887. Then personally appeared John H. George, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

JOHN P. GEORGE,  
*Justice of the Peace.*

# REPORT OF THE SULLIVAN COUNTY RAILROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

GENERAL EXHIBIT FOR THE YEAR.	
Total income . . . . .	\$231,462.32
Total expense (including taxes) . . . . .	169,790.14
Net income . . . . .	61,672.18
Rentals: . . . . .	3,600.00
Central Vermont Railroad Company . . . . .	\$3,600.00
Interest accrued during year . . . . .	12,810.17
On other debt . . . . .	\$12,810.17
Dividends declared (8 per cent) . . . . .	40,000.00
Balance for the year (surplus) . . . . .	5,262.01
Balance at commencement of year . . . . .	\$19,165.57
Balance at commencement of year as so changed . . . . .	19,165.57
Balance September 30, 1886 (surplus) . . . . .	24,427.58
ANALYSIS OF EARNINGS.	
From local passengers (all passengers starting from or stopping at any station on this road) * . . . .	\$17,085.04
From through passengers (to and from other roads over and beyond this road) . . . . .	52,195.19
From express . . . . .	3,033.32
From mails . . . . .	4,229.08
Total earnings from passenger department . . . . .	76,542.63
From local freight (all freight starting from or stopping at any station on this road) * . . . .	4,040.42
From through freight (to and from other roads over and beyond this road) . . . . .	150,609.27
Total earnings from freight department . . . . .	154,649.69
Total transportation earnings . . . . .	231,192.32

\* Including passengers and freight to and from other roads starting from or stopping at stations on this road.

Income from all other sources, viz. :	\$270.00
Rents from real estate . . . . .	\$270.00
Total income from all sources . . . . .	231,462.32
<b>ANALYSIS OF EXPENSES.</b>	
Salaries of general officers and clerks . . . . .	\$6,005.29
Legal expenses . . . . .	392.43
Insurance . . . . .	480.50
Stationery and printing . . . . .	821.60
Outside agencies and advertising . . . . .	269.86
Contingencies and miscellaneous . . . . .	375.80
Repairs of bridges (including culverts and cattle-guards) . . . . .	217.46
Repairs of buildings . . . . .	3,614.70
Repairs of fences, road-crossings, and signs . . . . .	543.15
Renewal of rails . . . . .	2,137.24
[Number tons steel laid, 57.]	
Renewal of ties . . . . .	3,089.62
[Number laid, 7,242.]	
Repairs of road-bed and track . . . . .	41,490.78
Repairs of locomotives . . . . .	7,780.54
Fuel for locomotives . . . . .	26,311.73
[Tons of coal, 5,419; cords of wood, 286.]	
Water supply . . . . .	405.30
Oil and waste . . . . .	1,080.98
Locomotive service* . . . . .	13,937.41
Repairs of passenger cars . . . . .	302.57
Passenger-train service* . . . . .	2,374.87
" supplies . . . . .	98.38
Mileage passenger cars † . . . . .	6,778.00
Repairs of freight cars . . . . .	4,627.12
Freight-train service* . . . . .	9,834.53
" supplies . . . . .	233.67
Mileage freight cars † . . . . .	18,619.58
Telegraph expenses . . . . .	531.86
Agents' and station service* . . . . .	10,198.27
Station supplies . . . . .	1,082.81
Total operating expenses . . . . .	\$163,636.05
Taxes, state . . . . .	6,101.63
" local . . . . .	52.41
Total operating expenses and taxes . . . . .	\$169,790.14
<b>PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.</b>	
Engineering, agencies, salaries, and other expenses during construction . . . . .	\$343.11

\*Salaries and wages.

† Debit balances.

Total for construction . . . . .	\$343.11
Locomotives . . . . .	4,136.77
Total for equipment . . . . .	4,136.77
Total charges to property accounts . . . . .	4,479.88
Property sold (or reduced in valuation on the books) and credited property accounts during the year:	
From No. 3 . . . . .	\$20,000.00
"    5 . . . . .	1,395.03
Total credits to property accounts . . . . .	21,395.03
Net addition to property account for the year . . . . .	16,915.15

**Balance-Sheet, September 30, 1886.****ASSETS.**

Cost of road and other real estate . . . . .	\$677,197.75	
Cost of equipment . . . . .	24,025.63	
Total permanent investments . . . . .		\$701,223.38
Due from agents and companies . . . . .	\$118.93	
Total cash assets . . . . .		118.93
Profit and loss balance . . . . .		186.71
Total assets (as per books of the company) . . . . .		\$701,529.02

**LIABILITIES.**

Capital stock . . . . .	\$500,000.00
Unfunded debt, viz.: . . . . .	177,101.44
Notes payable . . . . .	\$25,000.00
Vouchers and accounts . . . . .	152,101.44
Profit and loss balance (income account) . . . . .	24,427.58
Total liabilities (as per books of the company) . . . . .	\$701,529.02

**MILEAGE, TRAFFIC, ETC.**

Passenger-train mileage . . . . .	64,714
Freight-train mileage . . . . .	105,231
Total revenue train mileage . . . . .	169,945
Switching-train mileage . . . . .	25,953
Other train mileage . . . . .	13,638
Total train mileage . . . . .	209,536
Number of season-ticket passengers * . . . . .	3,432
Number of local passengers (including season) . . . . .	38,891
Number of through passengers (to and from other roads going over and beyond this road) . . . . .	89,534
Total number of passengers carried . . . . .	128,425

\* Reckoning twelve passengers per week for time of each season ticket.

Local passenger mileage (local passengers carried one mile)	570,095
Through passenger mileage (through passengers carried one mile)	1,983,393
Total passenger mileage	2,553,488
Number tons local freight	3,577
Number tons through freight (to and from other roads going over and beyond this road)	669,736
Total number tons freight carried	673,313
Local freight mileage (tons local freight carried one mile)	63,871
Through freight mileage (tons through freight carried one mile) *	16,999,914
Total freight mileage	17,063,785
Average number of persons employed	112

## DESCRIPTION OF ROAD.

Main line of road from Bellows Falls, Vt., to Windsor, N. H.	26.0 miles.
Main line of road in New Hampshire	25.81 "
" " Vermont	.19 "
Double track on main line	5.424 "
Same in New Hampshire	5.464 "
Total road belonging to this company	26.0 "
Sidings and other tracks not above enumerated	4.493 "
Same in New Hampshire	4.493 "
Total length of track, computed as single track	35.917 "
Same in New Hampshire	35.727 "
Total length of steel rails in tracks, not including steel-top rails	35.727 "
[Weights per yard, 56 and 66 lbs.]	
Total miles of road operated by this company	26.0 "
Total miles of road operated by this company in New Hampshire	25.81 "
Number of stations in New Hampshire on all roads operated by this company	6
Number of telegraph offices in same	5
Number of stations on all roads owned by this company	8
Same in New Hampshire	6

## EQUIPMENT.

Number of locomotives (leased)	10
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\* Carried to and from other roads.

## LIST OF ACCIDENTS.

	From causes beyond their own control (in New Hampshire).		From their own misconduct or carelessness (in New Hampshire).		Total in New Hampshire.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....	.....	.....	.....	.....	.....	.....	.....	.....
Employés.....	.....	.....	1	.....	1	.....	1	.....
Others.....	.....	.....	.....	1	.....	1	.....	1

## STATEMENT OF EACH ACCIDENT IN NEW HAMPSHIRE.

*January 5, 1886.* — George Provost, a trespasser, about 25 years of age, caught on to No. 5 freight train while passing Bellows Falls station. When about half way between Bellows Falls bridge and North Walpole, he either fell off or jumped off, breaking an arm and a leg. The arm was afterwards amputated.

*April 24.* — Thomas Flynn, employed on gravel train, jumped from moving train while going into gravel pit between Springfield station and North Charlestown, falling under the cars, which cut off one arm, broke one leg, and crushed his back. He died at 4 o'clock P. M. of same day.

BRIDGES.	
Number of spans of stone bridges of 25 feet and upwards*	1
Aggregate length of same for single track 26 ft.	
Number of spans of iron bridges of 25 feet and upwards*	4
Aggregate length of same for single track 639 ft.	
Number of spans of timber bridges of 25 feet and upwards*	8
Aggregate length of same for single track 1,174 ft.	
Number of crossings of highways at grade*	29
“ “ “ over railroad	2
“ “ “ under railroad	3
“ highway bridges 18 feet above track	2

\* In New Hampshire, on miles of road owned.

Number of crossings at which there are neither signals nor flagmen *	29
RATES OF FARE, ETC.	
Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company †	2.996 cents.
Average rate of fare per mile received from passengers to and from other roads	2.631 "
Average rate of fare per mile for season-ticket passengers ‡	.158 "
Average rate of fare per mile received from all passengers	2.321 "
Average rate of local freight per ton per mile †	6.326 "
Average rate of freight per ton per mile received from freight to and from other roads	.88 "
Average rate of freight per ton per mile received from all freight	.909 "
CAPITAL STOCK.	
Capital stock authorized by charter	\$500,000.00
"                    "          by votes of company	500,000.00
Capital stock issued; amount paid in	\$500,000.00
Total amount paid in (as per books of the company)	500,000.00
Total number of stockholders	9

## NAMES AND RESIDENCES OF OFFICERS.

A. B. Harris, *President*, Springfield, Mass.; W. G. McIntyre, *Auditor*, Springfield, Mass.; J. Mulligan, *Superintendent*, Springfield, Mass.; H. E. Howard, *General Freight Agent*, Springfield, Mass.; E. C. Watson, *General Ticket Agent*, Springfield, Mass.; E. F. Lane, *Treasurer*, Keene, N. H.; J. H. Albin, *Clerk of Corporation*, Concord, N. H.

## NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

A. B. Harris, Springfield, Mass.; C. J. Amidon, Hinsdale, N. H.; H. C. Robinson, Hartford, Ct.; J. H. Albin, Concord, N. H.; Frederick Billings, Woodstock, Vt.; N. E. Martin, Concord, N. H.; J. H. Williams, Bellows Falls, Vt.

\* In New Hampshire, on miles of road owned.

† Rates as per tariff.

‡ Reckoning twelve passengers per week for time of each season ticket.



PROPER ADDRESS OF THE COMPANY:  
SULLIVAN COUNTY RAILROAD COMPANY,  
SPRINGFIELD, HAMPDEN COUNTY, MASS.

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A. B. HARRIS,  
*President.*  
C. J. AMIDON,  
*Director.*  
E. F. LANE,  
*Treasurer.*  
J. MULLIGAN,  
*Superintendent.*

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COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN, SS. SPRINGFIELD, December 22, 1886. Then personally appeared A. B. Harris, C. J. Amidon, and J. Mulligan, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

GEO. E. FRINK,  
*Justice of the Peace.*

STATE OF NEW HAMPSHIRE.

CHESHIRE, SS. December 25, 1886. Then personally appeared Elisha F. Lane, above-named treasurer, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

F. F. LANE, *Justice of the Peace.*

# REPORT

## OF THE

### WHITEFIELD & JEFFERSON RAIL- ROAD COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

#### GENERAL EXHIBIT FOR THE YEAR.

Total income . . . . .	\$33,109.11
Total expense (including taxes) . . . . .	27,845.31
Net income . . . . .	5,763.80
Dividends declared (6 per cent) . . . . .	10,200.00
Balance for the year (deficit) . . . . .	4,436.20
Balance at commencement of year . . . . .	\$23,120.69
Balance at commencement of year as so changed . . . . .	23,120.69
Balance September 30, 1886 (surplus) . . . . .	18,684.49

#### ANALYSIS OF EARNINGS.

From local passengers (all passengers starting from or stopping at any station on this road)* . . . . .	\$874.83
From through passengers (to and from other roads over and beyond this road) . . . . .	1,632.01
From express and extra baggage . . . . .	100.00
From mails . . . . .	363.36
From other sources, passenger department . . . . .	35.14
Total earnings from passenger department . . . . .	3,005.34
From local freight (all freight starting from or stopping at any station on this road)* . . . . .	28,026.87
From through freight (to and from other roads over and beyond this road) . . . . .	294.93
From other sources, freight department . . . . .	242.64
Total earnings from freight department . . . . .	28,564.44
Total transportation earnings . . . . .	31,569.78

\*Including passengers and freight to and from other roads starting from or stopping at stations on this road.

Income from all other sources, viz.:		\$1,539.33
Rents of buildings . . . . .	\$108.00	
Locomotive service . . . . .	1,431.33	
Total income from all sources . . . . .		\$33,109.11

## ANALYSIS OF EXPENSES.

Salaries of general officers and clerks . . . . .	\$292.75
Legal expenses . . . . .	45.26
Insurance . . . . .	476.86
Stationery and printing . . . . .	170.55
Outside agencies and advertising . . . . .	50.00
Contingencies and miscellaneous . . . . .	691.64
Repairs of bridges (including culverts and cattle-guards) . . . . .	100.00
Repairs of buildings . . . . .	134.53
Repairs of fences, road-crossings, and signs . . . . .	67.69
Renewal of rails . . . . .	3,630.36
[Number tons steel laid, 100.]	
Renewal of ties . . . . .	1,287.76
[Number laid, 6,014.]	
Repairs of road-bed and track . . . . .	3,788.06
Repairs of locomotives . . . . .	3,077.82
Fuel for locomotives . . . . .	4,042.49
[Cords of wood, 2,403.]	
Water supply . . . . .	8.00
Oil and waste . . . . .	367.71
Locomotive service * . . . . .	3,229.55
Repairs of passenger cars . . . . .	1,001.28
Passenger-train service * . . . . .	326.00
" supplies . . . . .	17.33
Repairs of freight cars . . . . .	2,003.22
Freight-train service * . . . . .	1,732.40
" supplies . . . . .	58.07
Mileage freight cars † . . . . .	20.90
Telephone expenses . . . . .	35.43
Loss and damage, freight and baggage . . . . .	15.94
Agents' and station service * . . . . .	575.75
Station supplies . . . . .	58.18
Total operating expenses . . . . .	\$27,305.53
Taxes, local . . . . .	39.78
Total operating expenses and taxes . . . . .	\$27,345.31

## Balance-Sheet, September 30, 1886.

## ASSETS.

Cost of road } . . . . .	\$189,504.39	
Cost of equipment } . . . . .		
Total permanent investments . . . . .		\$189,504.39

\* Salaries and wages.

† Debit balances.

Cash . . . . .	\$1,900.51	
Total cash assets . . . . .		\$1,900.51
Total assets (as per books of the company) . . . . .		\$191,404.90
LIABILITIES.		
Capital stock . . . . .		\$170,000.00
Vouchers and accounts . . . . .		2,720.41
Profit and loss balance . . . . .		18,684.49
Total liabilities (as per books of the company) . . . . .		\$191,404.90
MILEAGE, TRAFFIC, ETC.		
Passenger-train mileage . . . . .		15,810
Freight-train mileage . . . . .		13,990
Total revenue train mileage . . . . .		29,800
Switching-train mileage . . . . .		7,800
Other train mileage . . . . .		1,020
Total train mileage . . . . .		38,620
Number of local passengers (including season) . . . . .		2,783½
Number of through passengers (to and from other roads going over and beyond this road) . . . . .		2,656½
Total number of passengers carried . . . . .		5,440
Local passenger mileage (local passengers carried one mile) . . . . .		24,524
Through passenger mileage (through passengers carried one mile) . . . . .		26,565
Total passenger mileage . . . . .		51,089
Number tons local freight . . . . .		30,986
Number tons through freight (to and from other roads going over and beyond this road) . . . . .		171
Total number tons freight carried . . . . .		31,157
Local freight mileage (tons local freight carried one mile) . . . . .		248,131
Through freight mileage (tons through freight carried one mile)* . . . . .		1,713
Total freight mileage . . . . .		249,844
Average number of persons employed . . . . .		29
DESCRIPTION OF ROAD.		
Main line of road from Whitefield to Jefferson . . . . .		10.68 miles.
Main line of road in New Hampshire . . . . .		10.68 "
Branch owned by the company, viz.: Camp Carroll . . . . .		2.68 "
Total length of branch owned by company in New Hampshire . . . . .		2.68 "

\* Carried to and from other roads.

Total road belonging to this company . . . . .	13.36 miles.
Sidings and other tracks not above enumerated . . . . .	2.66 "
Same in New Hampshire . . . . .	2.66 "
Total length of track, computed as single track . . . . .	16.02 "
Same in New Hampshire . . . . .	16.02 "
Total length of steel rails in tracks, not including steel-top rails . . . . .	10.5 "
[Weight per yard, 50 lbs.]	
Total miles of road operated by this company . . . . .	19
Total miles of road operated by this company in New Hampshire . . . . .	19
Number of stations in New Hampshire on all roads operated by this company . . . . .	4
Number of telephone offices in same . . . . .	3
Number of stations on all roads owned by this company . . . . .	4
Same in New Hampshire . . . . .	4

## EQUIPMENT.

	Leased.	Owned.	Total.
Number of locomotives . . . . .	4	4	4
" passenger cars . . . . .	2	2	2
Number of freight cars (basis of 8 wheels), 11 platform and 30 4-wheel log cars . . . . .	51	51	51
Number of other cars . . . . .	4	4	4

## GENERAL INFORMATION.

Maximum weight of locomotives in working order . . . . .	30 tons.
Average " " " " . . . . .	24 "
Maximum weight of tenders full of fuel and water . . . . .	12 "
Average " " " " . . . . .	10 "
Maximum weight of passenger cars . . . . .	16 "
Average " " " " . . . . .	16 "
" " mail and baggage cars . . . . .	12 "
Length of heaviest engine and tender, from center of forward truck-wheel of engine to center of rear wheel of tender . . . . .	41 feet.
Total length of heaviest engine and tender over all . . . . .	46 "
Number of locomotives equipped with train brake . . . . .	2
[Kind of brake, Westinghouse.]	
Number of cars equipped with train brake . . . . .	2
[Kind of brake, Westinghouse.]	

Number of passenger cars with Miller platform and buffer . . . . .	2
BRIDGES.	
Number of trestle bridges of 25 feet length and upwards* . . . . .	1
Aggregate length of same for single track 505 ft.	
Number of crossings of highways at grade* . . . . .	4
Number of crossings at which there are neither signals nor flagmen* . . . . .	4
RATES OF FARE, ETC.	
Average rate of fare per mile (not including season tickets) for local passengers on roads operated by this company† . . . . .	3½ cents.
Average rate of fare per mile received from passengers to and from other roads . . . . .	6½ "
Average rate of fare per mile received from all passengers . . . . .	5 "
Average rate of local freight per ton per mile† . . . . .	11½ "
Average rate of freight per ton per mile received from freight to and from other roads . . . . .	17¼ "
Average rate of freight per ton per mile received from all freight . . . . .	11½ "
CAPITAL STOCK.	
Capital stock authorized by votes of company . . . . .	\$170,000.00
Capital stock issued (number of shares, 1,700); amount paid in . . . . .	\$170,000.00
Total amount paid in (as per books of the company) . . . . .	170,000.00
Total number of stockholders . . . . .	11
Number of stockholders in New Hampshire . . . . .	6
Amount of stock held in " " . . . . .	\$53,200.00

## NAMES AND RESIDENCES OF OFFICERS.

Nathan R. Perkins, *President*, Jefferson, N. H.; Alson L. Brown, *Superintendent*, Whitefield, N. H.; Lucius Tuttle, *General Passenger Agent*, Edward D. Harlow, *Treasurer*, Boston, Mass.; Samuel N. Bell, *Clerk of Corporation*, Manchester, N. H.

\* On miles of road owned in New Hampshire.

† Rates as per tariff.

## NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Edwin Mowry, Charles S. Mellen, Boston, Mass.; Samuel N. Bell, Manchester, N. H.; William A. Stowell, Montpelier, Vt.; Alson L. Brown, Warren G. Brown, Whitefield, N. H.; Nathan R. Perkins, Jefferson, N. H.; Ossian Ray, Lancaster, N. H.

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## PROPER ADDRESS OF THE COMPANY:

## WHITEFIELD &amp; JEFFERSON RAILROAD COMPANY,

*Superintendent and Cashier's Office, WHITEFIELD, N. H.*

*Treasurer's and Transfer Office, 31 MILK STREET, BOSTON, MASS.*

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N. R. PERKINS,

A. L. BROWN,

W. G. BROWN,

*Directors.*

EDWARD D. HARLOW,

*Treasurer.*

A. L. BROWN,

*Superintendent.*

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## STATE OF NEW HAMPSHIRE.

COOS, ss. WHITEFIELD, November 12, 1886. Then personally appeared A. L. Brown, W. G. Brown, and N. R. Perkins, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JAMES C. TRICKEY,

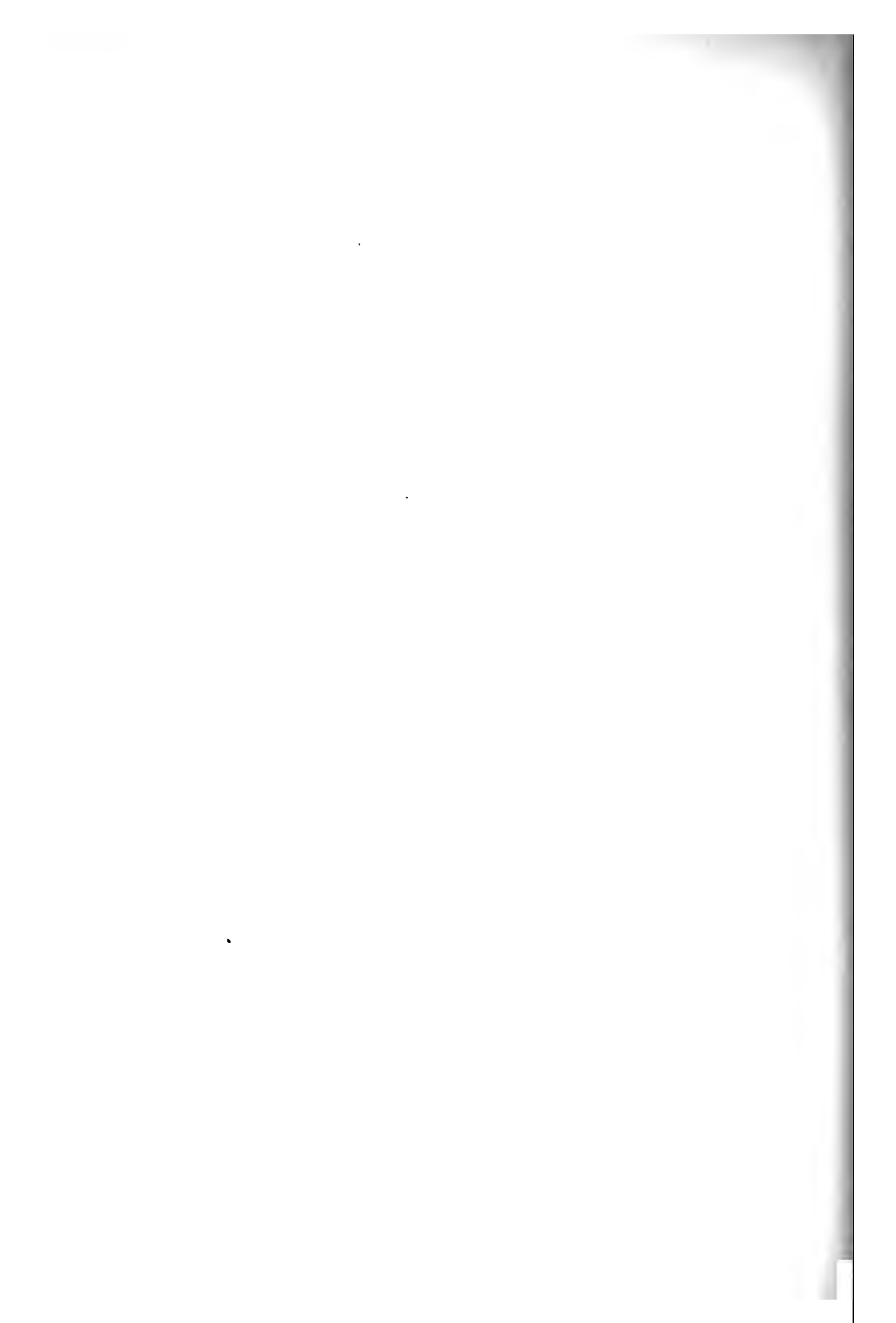
*Justice of the Peace.*

## COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. BOSTON, December 10, 1886. Then personally appeared Edward D. Harlow, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

GEORGE N. CARPENTER,

*Justice of the Peace.*





STREET RAILWAY REPORTS.



# REPORT

## OF THE

### CONCORD STREET RAILWAY COMPANY

FOR THE YEAR ENDING DECEMBER 31, 1886.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter . . . . .	\$50,000.00	
Capital stock authorized by votes of company . . . . .	50,000.00	
Capital stock paid (par value of shares, \$100) . . . . .		\$50,000.00
Number of stockholders . . . . .	84	
DEBT.		
Unfunded debt, as follows:		
Note . . . . .	\$1,000.00	
Total gross debt . . . . .		\$1,000.00
Amount of cash assets, viz.:		
Cash . . . . .	\$329.71	
Supplies . . . . .	984.00	
Net debt . . . . .		1,313.71
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving . . . . .	}	\$32,165.49
Track, including timber, rails, etc., and laying		
Interest during construction, commissions, dis-		
counts, etc. . . . .		
Engineering, agencies, salaries, and other ex-	}	
penses during construction . . . . .		
Total cost of construction . . . . .		32,165.49

EQUIPMENT.	
Horses . . . . .	\$1,981.00
Cars . . . . .	10,175.00
Two steam motors . . . . .	6,200.00
Other articles of equipment . . . . .	1,821.32
Total cost of equipment . . . . .	\$20,177.32
LAND AND BUILDINGS.	
Land owned by company needed in operating road }	
Buildings " " " " }	\$7,975.00
Total cost of land and buildings . . . . .	7,975.00
Total amount of permanent investments . . . . .	60,317.81
Cash assets . . . . .	1,313.72
Total property and assets of the company . . . . .	61,631.52
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Land and buildings, by increased appraisal . . . . .	\$2,561.49
Property sold or reduced in valuation on the books:	
Equipment reduced by appraisal . . . . .	256.36
Net addition to property for the year . . . . .	\$2,305.13
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company . . . . .	\$18,334.16
Received from mails and express . . . . .	14.05
" " sales of manure and pigs . . . . .	69.50
Total earnings . . . . .	\$18,417.71
Income from other sources: . . . . .	88.67
Rent of house . . . . .	\$50.78
Work at blacksmith-shop . . . . .	37.89
Total income from all sources . . . . .	\$18,506.38
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of road-bed and track . . . . .	\$1,179.00
Repairs of cars and other vehicles, harness, and horseshoeing . . . . .	4,377.98
Repairs on buildings . . . . .	250.00
Renewal of horses . . . . .	295.00
Wages and salaries of president, treasurer, superin- tendent, and their clerks . . . . .	720.00
Wages and salaries of all other persons employed in operating the road . . . . .	5,796.08

Provender . . . . .	\$3,906.73
Insurance . . . . .	181.50
Office expenses and all other expenses not included above . . . . .	351.05
Total expenses of operating . . . . .	\$17,057.34

## NET INCOME, DIVIDENDS, ETC.

Total net income above operating expenses . . . . .	\$1,449.04
Dividends declared (6 per cent for the year) . . . . .	2,700.00
Balance for the year, or deficit . . . . .	1,250.96
Surplus at commencement of year . . . . .	\$9,577.35
Deduct deficit . . . . .	\$1,250.96
Decreased value of equipment . . . . .	256.36
	\$1,507.32
	8,070.03
Add increased value of real estate . . . . .	2,561.49
Total surplus December 31, 1886 . . . . .	10,631.52

## INVENTORY OF EQUIPMENT DECEMBER 31, 1886.

Box cars . . . . .	4
Open cars . . . . .	5
Horses . . . . .	15
Harnesses (pairs of) . . . . .	13
Omnibuses . . . . .	2
Sleighs . . . . .	1
Other articles of equipment:	
Steam motors . . . . .	2
Leveler . . . . .	1
Carts . . . . .	2
Wagon and sleds . . . . .	3
Largest number of horses owned at any time during the year . . . . .	16
Smallest number of horses owned at any time dur- ing the year . . . . .	15

## General Balance-Sheet, December 31, 1886.

## ASSETS.

Construction . . . . .	\$32,165.49
Equipment . . . . .	20,177.32
Land and buildings . . . . .	7,975.00
Cash and cash assets . . . . .	1,313.71
Total assets . . . . .	\$61,631.52

LIABILITIES.	
Capital stock . . . . .	\$50,000.00
Unfunded debt . . . . .	1,000.00
Surplus . . . . .	10,631.52
Total liabilities . . . . .	\$61,631.52
Copy of Profit and Loss Account for the Year Ending December 31, 1886.	
DR.	
To expenses . . . . .	\$16,706.29
interest . . . . .	357.05
dividends . . . . .	2,700.00
decreased value of equipment . . . . .	256.36
balance carried forward . . . . .	10,631.52
CR.	
By balance January 1, 1886 . . . . .	\$9,577.35
total income . . . . .	18,506.38
increased value of real estate . . . . .	2,561.49
\$30,645.22	
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings . . . . .	7 miles.
Aggregate length of switches, sidings, etc. . . . .	1 mile.
Total length of track, measured as single track . . . . .	7 1/4 miles.
Total length of track paved . . . . .	2 "
Weight of rail per yard and description of rail: Steel, 25 lbs.; iron, 34 lbs.	
Total length of railway, measured as single track, not including sidings, etc., operated by this com- pany . . . . .	7 miles.
MILES RUN, ETC.	
Total number of miles run during the year . . . . .	86,724 miles.
Total number of passengers carried in the cars . . . . .	236,212
Total number of round trips for the year . . . . .	7,093
Number of persons regularly employed by company . . . . .	11
Rates of fare: 6, 12, and 17 cents.	

## PROPER ADDRESS OF THE COMPANY:

CONCORD HORSE RAILROAD,  
CONCORD, N. H.

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## NAMES AND RESIDENCES OF OFFICERS.

Moses Humphrey, *President and Superintendent*; H. J. Crippen, *Treasurer*; E. C. Hoague, *Clerk of Corporation*, — all of Concord.

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## NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Moses Humphrey, Ames F. Holt, Geo. A. Cummings, Howard A. Dodge, and J. H. Albin, Concord, N. H.; Paul R. Holden, West Concord, N. H.; John C. Pearson, Boscawen, N. H.

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MOSES HUMPHREY,  
GEO. A. CUMMINGS,  
J. H. ALBIN,  
*Directors.*

H. J. CRIPPEN,  
*Treasurer.*

MOSES HUMPHREY,  
*Superintendent.*

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## STATE OF NEW HAMPSHIRE.

MERRIMACK, ss. January 22, 1887. Then personally appeared Moses Humphrey and H. J. Crippen, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

J. H. ALBIN, *Justice of the Peace.*

# REPORT

## OF THE

### DOVER HORSE RAILWAY COMPANY

FOR THE YEAR ENDING DECEMBER 31, 1896.

CAPITAL STOCK AND DEBT.	
CAPITAL STOCK.	
Capital stock authorized by charter . . . . .	\$50,000.00
Capital stock authorized by votes of company . . . . .	30,000.00
Capital stock paid (par value of shares, \$50) . . . . .	\$19,450.00
Number of stockholders . . . . .	126
DEBT.	
Cost of road and equipment beyond amount of stock, paid from earnings of the road . . . . .	\$984.43
Unfunded debt, as follows:	
Dividend unpaid . . . . .	\$60.00
Amount of cash assets, viz.: . . . . .	796.53
Cash . . . . .	\$776.53
Supplies . . . . .	20.00
Net surplus . . . . .	736.53
PERMANENT INVESTMENTS.	
RAILWAY.	
Grading and paving . . . . .	\$13,185.42
Track, including timber, rails, etc., and laying } . . . . .	
Interest during construction, commissions, discounts, etc. . . . .	33.77
Engineering, agencies, salaries, and other expenses during construction . . . . .	18.25
Total cost of construction . . . . .	\$13,237.44



EQUIPMENT.	
Horses . . . . .	\$2,562.00
Cars . . . . .	3,280.75
Other articles of equipment . . . . .	1,354.24
Total cost of equipment . . . . .	\$7,196.99
Total amount of permanent investments . . . . .	20,434.43
Cash assets . . . . .	796.53
Total property and assets of company . . . . .	21,230.96
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Property sold or reduced in valuation on the books:	
Expense for raising track . . . . .	\$181.36
“ “ renewal of horses . . . . .	315.00
Net addition to property for the year . . . . .	\$496.36
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company . . . . .	\$5,392.24
Income from other sources: . . . . .	121.00
Omnibus beyond track . . . . . \$33.00	
Advertising in cars . . . . . 88.00	
Total income from all sources . . . . .	\$5,513.24
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of road-bed and track . . . . .	\$289.81
Repairs of cars and other vehicles, harness, and horseshoeing. . . . .	684.29
Renewal of horses . . . . .	315.00
Wages and salaries of treasurer and superintendent	100.00
Wages and salaries of all other persons employed in operating the road . . . . .	1,768.49
Provender . . . . .	1,454.59
Rent paid for use of buildings . . . . .	55.00
Insurance . . . . .	20.00
Damages for injuries to persons and property . . . . .	60.50
Office expenses and all other expenses not included above . . . . .	135.14
Total expenses of operating . . . . .	\$4,882.82
NET INCOME, DIVIDENDS, ETC.	
Total net income above operating expenses, in cash	\$630.42
Deduct decrease of amount of supplies on hand . . . . .	105.00

Balance for the year, or surplus . . . . .	\$525.42
Surplus at commencement of year . . . . .	\$211.11
Surplus at commencement of year as changed by aforesaid entries . . . . .	211.11
Total surplus January 1, 1887 . . . . .	\$736.53

## INVENTORY OF EQUIPMENT JANUARY 1, 1887.

Box cars . . . . .	2
Open cars . . . . .	2
Horses . . . . .	14
Harnesses (pairs of) . . . . .	7
Omnibuses . . . . .	2
Sleighs . . . . .	2
Other articles of equipment:	
Snow-plows . . . . .	2
Work-wagon . . . . .	1
Various articles of office and stable furnishings all same as last year.	
Largest number of horses owned at any time during the year . . . . .	14
Smallest number of horses owned at any time dur- ing the year . . . . .	14
Average number of horses owned during the year . . . . .	14

## General Balance-Sheet, January 1, 1887.

## ASSETS.

Construction . . . . .	\$13,237.44
Equipment . . . . .	7,196.99
Cash and cash assets . . . . .	796.53
Total assets . . . . .	\$21,230.96

## LIABILITIES.

Capital stock . . . . .	\$19,450.00
Construction debt paid from earnings . . . . .	984.43
Unfunded debt:	
Dividend unpaid . . . . .	60.00
Surplus . . . . .	736.53
Total liabilities . . . . .	\$21,230.96

Copy of Profit and Loss Account for the Year Ending December 31, 1886.		
DR.		
To expenses		\$4,882.82
supplies on hand January 1, 1886	\$125.00	
“ “ “ 1887	20.00	
Decrease in amount		105.00
Balance carried forward January 1, 1887		736.53
		\$5,724.35
CR.		
By balance January 1, 1886		\$211.11
total income		5,513.24
		\$5,724.35
DESCRIPTION OF RAILWAY.		
Length of railway owned by company, measured as a single track, exclusive of sidings		2.39 miles.
Aggregate length of switches, sidings, etc.		.14 “
Total length of track measured as single track		2.53 “
[Weight of rail per yard, 30 lbs.]		
Description of the several lines or routes operated by the company:		
From Garrison Hill through Central avenue to Sawyer's Mills.		
Total length of railway, measured as single track, not including sidings, etc., operated by this com- pany		2.39 miles.
MILES RUN, ETC.		
Total number of miles run during the year	43,000	
Total number of passengers carried in the cars	108,000	
Total number of round trips for the year	9,000	
Number of persons regularly employed by company	4	
Rates of fare: 20 tickets for \$1.		
STATEMENT OF ACCIDENTS.		
All occasioned by running carriages against rail raised somewhat by reason of washing earth away.		

PROPER ADDRESS OF THE COMPANY:

DOVER HORSE RAILROAD,

DOVER, N. H.

## NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Charles H. Sawyer, James E. Lothrop, Harrison Haley, Cyrus Littlefield, Frank B. Williams, Charles W. Wiggin, John Holland, Dover, N. H.

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HARRISON HALEY,  
CYRUS LITTLEFIELD,  
JAMES E. LOTHROP,  
CHARLES W. WIGGIN,

*Directors.*

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## STATE OF NEW HAMPSHIRE.

STRAFFORD, ss. January 17, 1887. Then personally appeared Harrison Haley, Cyrus Littlefield, James E. Lothrop, Charles W. Wiggin, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

T. J. SMITH, *Justice of the Peace.*

# REPORT

## OF THE

### LACONIA & LAKE VILLAGE STREET RAILWAY COMPANY

FOR THE YEAR ENDING DECEMBER 31, 1886.

CAPITAL STOCK AND DEBT.	
CAPITAL STOCK.	
Capital stock authorized by charter	\$30,000.00
Capital stock authorized by votes of company	15,000.00
Capital stock paid (par value of shares, \$50)	\$15,000.00
Number of stockholders	41
DEBT.	
Unfunded debt, as follows:	
Note payable	\$500.00
Dividends unpaid	63.00
Accounts payable	214.56
	\$777.56
Total gross debt	\$15,777.56
Amount of cash assets, viz.:	
Cash	\$267.70
Debit balances	51.40
	319.10
Net debt	\$15,458.46
PERMANENT INVESTMENTS.	
RAILWAY.	
Grading and paving	}
Track, including timber, rails, etc., and laying	
Interest during construction, commissions, dis- counts, etc.	
	\$10,210.00

Engineering, agencies, salaries, and other expenses during construction . . . . .	\$240.00
Total cost of construction . . . . .	\$10,450.00
EQUIPMENT.	
Horses . . . . .	\$3,250.00
Cars . . . . .	3,600.00
Other articles of equipment . . . . .	2,100.00
Total cost of equipment . . . . .	\$8,950.00
LAND AND BUILDINGS.	
Buildings owned by company needed in operating road . . . . .	\$550.00
OTHER PROPERTY.	
Pigs . . . . .	\$27.00
Total amount of permanent investments . . . . .	19,977.00
Cash assets . . . . .	319.10
Total property and assets of company . . . . .	\$20,296.10
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
New horses (1) . . . . .	\$205.00
Other equipment . . . . .	329.50
Total addition to property . . . . .	\$534.50
Property sold or reduced in valuation on the books:	
Depreciation of equipment . . . . . \$512.72	
Building sold . . . . . 30.00	
	542.72
Net reduction of property for the year . . . . .	8.22
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company . . . . .	\$8,299.71
Total earnings . . . . .	8,299.71
Income from other sources:	
Advertising . . . . . \$28.50	
Earnings of barge and horses . . . . . 156.15	
Horse baiting . . . . . 27.55	
	212.20
Total income from all sources . . . . .	\$8,511.91

## EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.

Repairs of road-bed and track . . . . .	\$65.78
Repairs of cars and other vehicles, harness, and horseshoeing . . . . .	457.45
Wages and salaries of president, treasurer, and their clerks . . . . .	75.00
Wages and salaries of all other persons employed in operating the road . . . . .	2,941.56
Provender . . . . .	2,137.95
Insurance . . . . .	92.00
Damages for injuries to persons and property . . . . .	737.07
Office expenses and all other expenses not included above . . . . .	417.23
Total expenses of operating . . . . .	\$6,924.04

## NET INCOME, DIVIDENDS, ETC.

Total net income above operating expenses . . . . .	\$1,587.87
Interest accrued during the year . . . . .	64.26
Dividends declared (6 per cent for the year) . . . . .	900.00
Balance for the year, or surplus . . . . .	623.61
Surplus at commencement of year . . . . .	\$4,407.65
Deduct depreciation . . . . .	512.72
Surplus at commencement of year as changed by aforesaid entries . . . . .	3,894.93
Total surplus December 31, 1886 . . . . .	4,518.54

## INVENTORY OF EQUIPMENT.

Box cars . . . . .	3
Open cars . . . . .	2
Horses . . . . .	20
Harnesses (pairs of) . . . . .	6
Sleighs . . . . .	4
Other articles of equipment:	
Barges . . . . .	2
Wagon, tip-cart, platform-car, and snow-plow.	
Largest number of horses owned at any time during the year . . . . .	20
Smallest number of horses owned at any time during the year . . . . .	16
Average number of horses owned during the year . . . . .	18

## General Balance-Sheet, December 31, 1886.

## ASSETS.

Construction . . . . .	\$10,450.00
Equipment . . . . .	8,950.00

Land and buildings . . . . .	\$550.00
Other property . . . . .	27.00
Cash and cash assets . . . . .	319.10
Total assets . . . . .	\$20,296.10
<b>LIABILITIES.</b>	
Capital stock . . . . .	\$15,000.00
Unfunded debt . . . . .	777.56
Surplus . . . . .	4,518.54
Total liabilities . . . . .	\$20,296.10
<b>Copy of Profit and Loss Account for the Year Ending December 31, 1886.</b>	
<b>DR.</b>	
To expenses . . . . .	\$6,924.04
interest . . . . .	64.26
dividends . . . . .	900.00
depreciation . . . . .	512.72
balance carried forward December 31, 1886 . . . . .	4,518.54
	\$12,919.56
<b>CR.</b>	
By balance January 1, 1886 . . . . .	\$4,407.65
total income . . . . .	8,511.91
	\$12,919.56
<b>DESCRIPTION OF RAILWAY.</b>	
Length of railway owned by company, measured as single track, exclusive of sidings . . . . .	2.136 miles.
Aggregate length of switches, sidings, etc. . . . .	.111 "
Total length of track, measured as single track . . . . .	2.247 "
Total length of track paved . . . . .	About 30 rods.
Weight of rail per yard and description of rail: Street, 84 lbs. ; T, 25 lbs.	
Total length of railway, measured as single track, not including sidings, etc., operated by this com- pany . . . . .	2.136 miles.
<b>MILES RUN, ETC.</b>	
Total number of miles run during the year . . . . .	39,584
Total number of passengers carried in the cars . . . . .	158,766
Total number of round trips for the year . . . . .	9,671



Number of persons regularly employed by the company . . . . .	5
Rates of fare (5 tickets for 25 cents; 25 operatives' tickets for \$1.00) . . . . .	6 cents.

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 PROPER ADDRESS OF THE COMPANY:

LACONIA & LAKE VILLAGE HORSE RAILROAD,  
LACONIA, N. H.

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## NAMES AND RESIDENCES OF OFFICERS.

Albert G. Folsom, *President*; Edmund Little, *Treasurer*; Jotham P. Hutchinson, *Clerk of Corporation*, — all of Laconia.

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## NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Albert G. Folsom, Charles A. Busiel, and Sylvester S. Wiggin, Laconia, N. H.; Samuel C. Clark, Lake Village, N. H.; Jotham P. Hutchinson, Samuel B. Smith, and Daniel A. Tilton, Laconia, N. H.

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ALBERT G. FOLSOM,  
C. A. BUSIEL,  
S. S. WIGGIN,  
S. C. CLARK,  
S. B. SMITH,

*Directors.*

EDMUND LITTLE,  
*Treasurer.*

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## STATE OF NEW HAMPSHIRE.

BELKNAP, ss. January 8, 1887. Then personally appeared Albert G. Folsom, C. A. Busiel, S. S. Wiggin, S. C. Clark, S. B. Smith, and Edmund Little, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

GEORGE A. HATCH, *Justice of the Peace.*

# REPORT

## OF THE

### MANCHESTER STREET RAILWAY COMPANY

FOR THE YEAR ENDING SEPTEMBER 30, 1886.

<b>CAPITAL STOCK.</b>	
Capital stock authorized by charter . . . . .	\$25,000.00
Capital stock authorized by votes of company . . . . .	25,000.00
Capital stock paid (par value of shares, \$100) . . . . .	\$25,000.00
Number of stockholders . . . . .	17
<b>PERMANENT INVESTMENTS.</b>	
<b>EQUIPMENT.</b>	
Horses . . . . .	60
Cars . . . . .	14
Other articles of equipment: snow-plow and sleds . . . . .	
<b>LAND AND BUILDINGS.</b>	
Land owned by company needed in operating road . . . . .	10 acres.
Buildings owned by company needed in operating road . . . . .	Stable and lot.
Total amount of permanent investments . . . . .	\$25,000.00
Cash assets . . . . .	659.84
Total property and assets of company . . . . .	\$25,659.84
<b>PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.</b>	
Extension of tracks . . . . .	5,800 feet.
New horses . . . . .	16
New cars . . . . .	2

REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company . . . . .	\$28,099.68
Received from sales of manure . . . . .	321.50
Total earnings . . . . .	\$28,421.18
Income from other sources :	
Interest . . . . .	\$100.00
Rents . . . . .	661.28
Horses . . . . .	520.00
Material sold . . . . .	216.14
	1,497.42
Total income from all sources . . . . .	\$29,918.60
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of road-bed and track . . . . .	\$3,210.32
Repairs of cars and other vehicles, harness, and horseshoeing . . . . .	4,337.54
Repairs on buildings . . . . .	285.44
Renewal of horses . . . . .	2,763.00
Wages and salaries of president, treasurer, superintendent, and their clerks . . . . .	1,216.00
Wages and salaries of all other persons employed in operating the road . . . . .	8,595.26
Provender . . . . .	7,599.71
Taxes, state and local . . . . .	75.43
Insurance . . . . .	338.62
Office expenses, and all other expenses not included above . . . . .	679.16
Total expenses of operating . . . . .	\$29,100.48
NET INCOME, DIVIDENDS, ETC.	
Total net income above operating expenses . . . . .	\$818.12
Interest accrued during the year . . . . .	100.00
Two dividends declared (6 per cent for the year) . . . . .	3,000.00
Surplus at commencement of year . . . . .	841.72
Total surplus September 30, 1886 . . . . .	659.84
INVENTORY OF EQUIPMENT.	
Box cars . . . . .	9
Open cars . . . . .	5
Horses . . . . .	60
Harnesses (pairs of) . . . . .	18
Other articles of equipment: wagon, cart, and two sleds.	

Largest number of horses owned at any time during the year	60
Smallest number of horses owned at any time during the year	58
Average number of horses owned during the year	59
<b>General Balance-Sheet, October 1, 1886.</b>	
<b>ASSETS.</b>	
Construction	} . . . . .
Equipment	
Land and buildings	
Other property	
Cash and cash assets	. . . . .
Total assets	\$25,000.00
	659.84
	\$25,659.84
<b>LIABILITIES.</b>	
Capital stock	\$25,000.00
Surplus	659.84
Total liabilities	\$25,659.84
<b>Copy of Profit and Loss Account for the Year Ending September 30, 1886.</b>	
<b>DR.</b>	
To expenses	\$29,100.48
two dividends (6 per cent each)	3,000.00
balance carried forward September 30, 1886	659.84
	\$32,760.32
<b>CR.</b>	
By balance September 30, 1885	\$841.72
total income	29,918.60
note due September 30, 1886	2,000.00
	\$32,760.32
<b>DESCRIPTION OF RAILWAY.</b>	
Length of railway owned by company, measured as a single track, exclusive of sidings	5½ miles.
Total length of track, measured as single track	5½ "

Total length of track paved . . . . .	5½ miles.
Weight of rail per yard and description of rail: flat street rail; 27 and 34 lbs.	
MILES RUN, ETC.	
Total number of miles run during the year . . .	179,215
" " passengers carried in the cars . . .	602,910
" " round trips for the year . . .	59,590
Number of persons regularly employed by company	17
Rates of fare . . . . .	5 cents.

## PROPER ADDRESS OF THE COMPANY:

MANCHESTER HORSE RAILROAD,

MANCHESTER, N. H.

## NAMES AND RESIDENCES OF OFFICERS.

Samuel N. Bell, *President*, Manchester, N. H.; A. Quincy Gage, *Superintendent*, Manchester, N. H.; Frederick Smyth, *Treasurer*, Manchester, N. H.; James A. Weston, *Clerk of Corporation*, Manchester, N. H.

## NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Samuel N. Bell, Frederick Smyth, James A. Weston, Josiah Carpenter, Manchester, N. H.

S. N. BELL,  
 JOSIAH CARPENTER,  
 JAMES A. WESTON,  
 FREDERICK SMYTH,  
*Directors.*  
 FREDERICK SMYTH,  
*Treasurer.*  
 A. QUINCY GAGE,  
*Superintendent.*

## STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. December 30, 1886. Then personally appeared S. N. Bell, Josiah Carpenter, James A. Weston, Frederick Smyth, and A. Quincy Gage, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

CHARLES F. MORRILL,  
*Justice of the Peace.*

# REPORT

## OF THE

### NASHUA STREET RAILWAY COMPANY

FOR THE 138 DAYS ENDING SEPTEMBER 30, 1886.

CAPITAL STOCK AND DEBT.	
CAPITAL STOCK.	
Capital stock authorized by charter . . . . .	\$50,000.00
Capital stock authorized by votes of company . . . . . \$20,000.00	
Capital stock paid (par value of shares, \$50) . . . . .	20,000.00
Number of stockholders . . . . . 96	
DEBT.	
Amount of cash assets . . . . .	\$773.21
PERMANENT INVESTMENTS.	
RAILWAY.	
Total cost of construction . . . . .	\$10,097.68
EQUIPMENT.	
Horses . . . . .	\$3,285.00
Cars . . . . .	3,140.30
Other articles of equipment, supplies, etc. . . . .	1,000.00
LAND AND BUILDINGS.	
Land owned by company needed in operating road . . . . .	\$1,350.62
Buildings owned by company needed in operating road . . . . .	3,235.37
Total amount of permanent investments . . . . .	22,882.18
Cash assets . . . . .	773.21

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**PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.**

Property sold or reduced in valuation on the books:

Supplies and small articles of equipment	\$1,000.00
Cars . . . . .	140.30
Buildings . . . . .	235.37
Land . . . . .	350.62
Cost of road . . . . .	97.68
Horses . . . . .	285.00

Total . . . . .	\$2,108.97
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**REVENUE FOR THE YEAR.**

Received from passengers on railways operated by this company . . . . .	\$6,114.18
Received from sales of manure . . . . .	27.50
Income from other sources : . . . . .	1.60
Old wood . . . . .	.25
Oats . . . . .	\$1.35
Total income from all sources . . . . .	\$6,143.28

**EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.**

Repairs of cars and other vehicles, harness, and horseshoeing . . . . .	\$313.08
Repairs on buildings . . . . .	44.35
Wages and salaries of president, treasurer, superintendent, and their clerks . . . . .	272.00
Wages and salaries of all other persons employed in operating the road . . . . .	1,422.33
Provender . . . . .	1,131.96
Water . . . . .	\$25.00
Gas . . . . .	9.88
Insurance . . . . .	34.88
	42.50
Total expenses of operating . . . . .	\$3,261.10

**NET INCOME, DIVIDENDS, ETC.**

Total net income above operating expenses . . . . .	\$2,882.18
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**INVENTORY OF EQUIPMENT.**

Box cars . . . . .	3
Open cars . . . . .	2
Horses . . . . .	22
Harnesses (pairs of) . . . . .	6

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Largest number of horses owned at any time during the year . . . . .	22
Smallest number of horses owned at any time during the year . . . . .	22
Average number of horses owned during the year . . . . .	22
<b>General Balance-Sheet, September 30, 1886.</b>	
<b>ASSETS.</b>	
Construction . . . . .	\$10,000.00
Equipment . . . . .	6,000.00
Land and buildings . . . . .	4,000.00
Cash and cash assets . . . . .	773.21
Total assets . . . . .	\$20,773.21
<b>LIABILITIES.</b>	
Capital stock . . . . .	\$20,000.00
Surplus . . . . .	773.21
Total liabilities . . . . .	\$20,773.21
<b>Copy of Profit and Loss Account for the 138 Days Ending September 30, 1886.</b>	
<b>DR.</b>	
To expenses . . . . .	\$5,370.07
balance carried forward September 30, 1886 . . . . .	773.21
	\$6,143.28
<b>CR.</b>	
By total income . . . . .	\$6,143.28
<b>DESCRIPTION OF RAILWAY.</b>	
Length of railway owned by company, measured as a single track, exclusive of sidings . . . . .	2 miles.
Aggregate length of switches, sidings, etc. . . . .	380 feet.
Total length of track paved . . . . .	1½ miles.
[Weight of rail per yard, 35 lbs.]	
Total length of railway, measured as single track, not including sidings, etc., operated by this company . . . . .	2 miles.

MILES RUN, ETC.	
Total number of miles run during the 188 days .	24,120
Total number of passengers carried in the cars .	122,283
Total number of round trips for the 188 days .	6,080
Number of persons regularly employed by company	8
Rates of fare . . . . .	5 cents.

## PROPER ADDRESS OF THE COMPANY:

NASHUA STREET RAILWAY,  
NASHUA, N. H.

## NAMES AND RESIDENCES OF OFFICERS.

J. A. Spalding, *President*, Nashua, N. H.; Q. A. Woodward, *Superintendent*, Nashua, N. H.; Ira F. Harris, *Treasurer*, Nashua, N. H.; R. D. Barnes, *Clerk of Corporation*, Nashua, N. H.

## NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

J. A. Spalding, Q. A. Woodward, Henry Stearns, R. D. Barnes, and C. H. Burke, Nashua, N. H.; R. A. Maxfield, Lowell, Mass.; Charles Williams, Manchester, N. H.

J. A. SPALDING,  
HENRY STEARNS,  
Q. A. WOODWARD,  
ROYAL D. BARNES,  
CHARLES H. BURKE,  
*Directors.*  
IRA F. HARRIS,  
*Treasurer.*  
Q. A. WOODWARD,  
*Superintendent.*

## STATE OF NEW HAMPSHIRE.

HILLSBOROUGH, ss. December 24, 1886. Then personally appeared John A. Spalding, Henry Stearns, Q. A. Woodward, Royal D. Barnes, and Charles H. Burke, directors, and Ira F. Harris, treasurer, and Q. A. Woodward, superintendent, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

LYMAN D. COOK,  
*Justice of the Peace.*

## APPENDIX.



# RAILROAD LAWS OF NEW HAMPSHIRE.

## FROM THE GENERAL LAWS.

### CHAPTER 158.

#### RAILROAD CORPORATIONS.

##### SECTION

1. Powers of railroad corporations.
2. Bound by all laws.
3. May purchase real estate, when.
4. Bonds sold at a discount not affected by usury.
5. To keep accounts of receipts and expenditures.
6. Assistant treasurers of railroads, when appointed; dividends and attachments.
7. When such treasurers not appointed.

##### SECTION

8. Railroads prohibited from increasing their capital.
9. Issuing certificates of stock prohibited, when.
10. Penalty for violation.
11. Rival and competing roads to be run separately.
12. Rival roads and their officers not to control competing roads.
13. Provision applies to rival roads only.

SECTION 1. Corporations established by law for the construction and maintenance of railroads have the general powers given by law to other corporations, and those granted by their charters so far as they have not been subsequently changed by law.

SECT. 2. Such corporations are bound by all the laws of the State affecting the proprietors of railroads.

SECT. 3. Any railroad corporation may purchase, hold, and convey real estate lying near to or adjoining their road, not exceeding in value five per cent of its capital stock.

SECT. 4. No railroad corporation shall be exonerated from the payment of any bond or obligation issued by the directors in pursuance of authority given at any legal meeting, by reason of any

discount made to the purchaser thereof in accordance with the unanimous vote of the corporation.

SECT. 5. Every railroad corporation shall keep exact accounts of its receipts and expenditures; and in every year when its net receipts exceed the average of ten per cent on its expenditures from the commencement of its operations, the excess shall be paid into the treasury of the State, until otherwise directed by the Legislature.

SECT. 6. Every railroad corporation not having its treasurer resident in this State, and keeping his office therein, shall appoint an assistant treasurer, who shall reside in this State, and keep his office at the principal place of business of such corporation therein. All dividends due to stockholders resident in this State, of any railroad wholly or partially in this State, shall be payable at the office of the treasurer or assistant treasurer in this State, unless otherwise requested by them; and attachments of stock shall be made by leaving copies at the same office, and transfers shall be there filed; and such attachments and transfers shall have priority according to priority of filing in the office of either of said officers.

SECT. 7. The provisions of the preceding section shall not apply to any railroad corporation existing in any other State, but owning and operating a portion of its road in this State, unless that portion of its road in this State is represented by capital stock made and issued under the authority of this State.

SECT. 8. No railroad corporation shall increase the amount of its capital stock without the consent of the Legislature first had and obtained, and any officer thereof who shall aid and abet therein shall be punished by a fine not exceeding twenty thousand dollars, and by imprisonment not exceeding two years.

SECT. 9. No certificate of shares in the capital stock of any railroad corporation shall be issued after the number of shares specifically limited in and by the charter of such railroad shall have been issued at the par value thereof limited in said charter, unless such issue beyond the number so limited shall have been authorized by enactment of the Legislature subsequent to the charter, and previous to such issue; and all provisions contained in railroad charters authorizing an increase of the capital stock of said railroads, respectively, beyond the number of shares specifically limited therein, shall be void and of no effect as to any increase of capital hereafter made.

SECT. 10. If any president, treasurer, or other officer of a railroad corporation shall issue a certificate of any share or shares in the capital stock of said corporation contrary to the provisions of the preceding section of this act, he shall be imprisoned not exceed-

ing one year and fined not exceeding five hundred dollars, or be imprisoned not exceeding three years; and any such certificate, so issued by the president, treasurer, or other officer of said corporation, shall be void.

SECT. 11. Two or more railroad corporations, chartered by the Legislature of this State, constituting the whole or part of different lines of route for public travel and transportation between any two cities or towns, or between any city and town, either within or without this State, forming rival and competing lines of route between such points, shall not be allowed to consolidate such roads or lines; and neither of said lines, or any road or roads composing the same, shall be run or operated by any such rival and competing line, or any road or roads, portion thereof, under any business contract, lease, or other arrangement, but each and every railroad corporation so situated shall be run, managed, and operated separately by its own officers and agents, and be dependent for its support on its own earnings from its local and through business in connection with other roads, and the facilities and accommodations it shall afford the public for travel and transportation under fair and open competition, unless such lease, contract, or arrangement be first authorized by the Legislature and approved by the Governor and Council.

SECT. 12. In all cases where any road, its directors, officers, or agents, shall hereafter enforce, or attempt to enforce, or exercise any authority over any other road, situated as is provided in the preceding section, or do any act in conflict with said section, such officers or agents shall severally be subject to a fine or liability not exceeding five hundred dollars for each offence, to be recovered by action of debt, or by information or indictment, for the use of the county within which said suit shall be instituted. And it shall be further lawful for any citizen to apply to the supreme court, or to any one or more of the justices thereof, not interested in said road or roads, whose duty it shall be to issue an injunction to restrain, under heavy liabilities and penalties, any board of directors, its officers or agents, or either of them, from attempting to interfere with or control in any way or manner the operation, management, or direction of such road or roads, or violate any of the provisions of said section; and said directors, officers, and agents shall be liable on such application to examination, under oath, touching any infringement of the provisions of said section, and be subject to all expense of every kind whatsoever necessarily incurred in enforcing the same.

SECT. 13. The two preceding sections shall apply solely to the operation and control of any roads by rival lines, or parts thereof, and not to contracts or leases for the running and operation of any

road constructed as an extension or continuation of a separate and independent line, or as parts and parcels of the same, or to any side branches tributary or secondary to such line, all which are specially exempted from the provisions of said section.

## CHAPTER 159.

### PROPRIETORS OF RAILROADS.

#### SECTION

1. Proprietors of railroads, who are.
2. Sale of railroads, lease, etc., when valid.
3. Proprietors to conform to laws.
4. To transport soldiers, etc., for State.
5. To transport soldiers, etc., for United States.

#### SECTION

6. To keep full records and accounts.
7. To make annual reports; form of.
8. To report exclusive contracts.
9. Tolls may be altered by Legislature.
10. Penalty for offences by proprietors.
11. For offences by agents.

SECTION 1. The term proprietors of a railroad shall include the corporation to which any railroad was originally granted, or into whose hands it has subsequently passed, the assignees or trustees to whom any railroad has been mortgaged for the security of debts, and any company or persons to whom it may have been conveyed.

SECT. 2. No sale, lease, mortgage, or contract for the use of any railroad shall be valid unless it shall be in writing, filed in the office of the secretary of state, and authorized by the Legislature.

SECT. 3. The proprietors of every railroad shall in all things conform to the requirements of the laws, shall not discontinue their road, nor any part of it, shall keep it all in good repair, and discharge their duties in carrying passengers and freight agreeably to the proper object and purpose of such railroad.

SECT. 4. Such proprietors shall, in time of war, insurrection, or invasion, transport soldiers, munitions of war, and other property of the State over such roads, when required by its officers and agents, at such rates as the Governor and Council shall impose, if the parties do not agree.

SECT. 5. They shall transport soldiers, munitions of war, and other property of the United States, and the mails of the United States, when required by the proper officers and agents, at such rates as the Governor and Council shall impose, if the parties do not agree, and the United States shall submit the matter to their decision.

SECT. 6. All proprietors of railroads shall keep a full record of



all their doings, and exact accounts of all their receipts and expenditures, and, when required, submit all their accounts, records, papers, and files to the inspection of the Legislature, its committees, and the railroad commissioners.

SECT. 7. The proprietors of every railroad shall, in the month of May, annually, make report to the Governor and Council, under oath of their treasurer and superintendent, or of the persons who shall discharge the duties of those officers, of their acts and doings, receipts and expenditures; and such report shall contain full information upon the several items here enumerated, namely:

REPORT OF THE RAILROAD, UNDER  
CHAPTER 159 OF THE GENERAL LAWS.

CAPITAL STOCK AND DEBTS.

Capital stock,  
Capital paid in,  
Funded debt,  
Floating debt,  
Total present amount of funded and floating debt,  
Amount of debts secured by mortgage of road and franchise, or any property of the corporation,  
Number of mortgages on road and franchise, or any property of the corporation,  
Average rate of interest per annum during the year,

COST OF ROAD AND EQUIPMENT.

For grading and masonry,  
For wooden bridges,  
For superstructure, including iron,  
For stations, buildings, and fixtures,  
For land, land damages, and fences,  
For locomotives,  
For passenger and baggage cars,  
For merchandise cars,  
For agencies, engineering, and miscellaneous expenses,  
Total cost of road and equipment,  
Assets held by the corporation in addition to cost of the road,

CHARACTERISTICS OF THE ROAD.

Length of road,  
Length of single main track,

Length of double main track,  
Aggregate length of sidings and other tracks, excepting main tracks,  
Weight of rail per yard,  
Maximum grade, with its length,  
Average grade per mile of road,  
Shortest radius of curvature, with length of same,  
Total degree of curvature,  
Total length of straight line,  
Aggregate length of wooden truss bridges under track,  
Aggregate length of all other wooden bridges under track,  
Aggregate length of iron bridges under track,  
Aggregate length of stone bridges under track,  
Whole length of road unfenced,  
Number of way stations,  
Number of railroads crossed at grade,  
Number of public ways crossed at grade,

#### DOINGS FOR THE YEAR.

Miles run by passenger trains,  
Miles run by freight trains,  
Miles run by other trains,  
Total miles run,  
Number of passengers carried in the cars,  
Number of passengers carried one mile,  
Number of tons of merchandise carried in the cars,  
Number of tons of merchandise carried one mile,  
Rate of speed adopted for passenger trains,  
Rate of speed adopted for freight trains,  
Estimated weight in tons of passenger cars, not including passengers, hauled one mile,  
Estimated weight in tons of merchandise cars, not including freight, hauled one mile,

#### EXPENDITURES FOR WORKING THE ROAD.

For repairs of roads, exclusive of renewals of iron,  
For renewals of iron, including laying down,  
For repairing gates, fences, and houses,  
For taxes and insurance,  
For removing ice and snow,  
For fuel, stating number of cords of wood and tons of coal used,  
For oil,

For waste and other material for cleaning,  
For repairs of locomotives,  
For new locomotives to cover depreciation,  
For repairs of passenger cars,  
For new passenger cars to cover depreciation,  
For repairs of merchandise cars,  
For new merchandise cars to cover depreciation,  
For wages of freightmen,  
For wages of stationmen,  
For wages of switchmen and gatemen,  
For wages of conductors and brakemen,  
For wages of enginemen and firemen,  
For wages of watchmen,  
For salaries of president, treasurer, superintendent, and corporation clerk,  
For amount paid other companies in tolls for passengers and freight carried on their roads, specifying each company, and the amount to each,  
For amount paid other companies as rent for use of their roads, specifying each company, and the amount to each,  
For all other expenses not included in the foregoing items,  
Total expenditures for working the road,

## INCOME FOR THE YEAR.

From passengers,  
From freight,  
From mails,  
From expresses,  
Interest,  
From all other sources,  
Total income,  
Net earnings after deducting expenses,

## DIVIDENDS.

Per cent total on stock,  
Per cent interest on debt (if any),  
Surplus not divided,  
Surplus last year,  
Total surplus,

## MISCELLANEOUS.

Number of persons employed on the road,  
Number of legal counsel retained, and amount paid them,  
Number of actions in court each year in which the corporation is a party, the expense of each action, the nature of the controversy, and the amount in question,  
Number of free passengers carried during the year, not including persons engaged in the immediate working of the road, or stockholders attending meetings of the corporation,  
Number of engines owned or used by the company,  
Number of passenger cars,  
Number of merchandise cars,  
Number of gravel cars,

SECT. 8. In said annual report they shall state whether said proprietors have granted or secured, by contract or otherwise, any exclusive privileges to any person to use the land or right of way of said railroad for any purpose, and what; and all contracts, grants, and exclusive privileges shall be void unless approved by the Legislature.

SECT. 9. When the net income of any railroad shall exceed ten per cent upon its stock, the Legislature may alter and revise the rates of toll for freight and passengers as they may deem just.

SECT. 10. If the proprietors of any railroad shall violate the provisions of any statute, and no mode of punishment is provided therefor, they may be fined not exceeding one thousand dollars for each offence, and shall be liable to any person injured, in an action upon the case, for any damage by him sustained.

SECT. 11. If any proprietor, officer, agent, or servant of the proprietors of any railroad shall knowingly violate the provisions of any statute, where no other remedy is provided, he may be fined for each such offence not exceeding one hundred dollars.

## CHAPTER 160.

## LAYING OUT RAILROADS.

## SECTION

1. Railroads are public.
2. Railroad corporations are public.
3. Railroads built only by grant of the Legislature.
4. Routes to be surveyed and roads laid out by proprietors; may be laid out in parts, etc.
5. Grantees may make surveys.
6. Location by permanent monuments.
7. Land taken, how described.
8. Railroad commissioners locate, when.
9. Grantees may take deeds or bonds.
10. May apply for appraisal of damages.
11. Owner of land may apply for change of location.
12. Notice to land-holders to be given.
13. Notice to proprietors of railroad.
14. Selectmen to be notified and join in the appraisal.
15. Notice of commencement and distance sufficient.
16. Appraisal, how made and reported.
17. Either party may appeal; proceedings thereon.

## SECTION

18. Location changed on petition of the proprietors.
19. Rights of parties; new location a discontinuance of the old.
20. Damages to be paid before entry.
21. Damages, how paid if owner unknown.
22. Security for damages and costs, when.
23. No action before entry, nor after location changed.
24. Branch railroads by permission of the selectmen.
25. No title by adverse possession by or against railroads.
26. Return of damages to town clerk, when appeal entered.
27. Land may be appraised and set off after road built.
28. When commissioners and selectmen cannot agree, damages, how assessed.
29. May take land for side tracks, depots, shops, etc., same as for track.
30. May take earth and gravel, etc.

SECTION 1. Railroads, being designed for the public accommodation, like other highways are public, and at all times subject to the control of the Legislature.

SECT. 2. All railroad corporations are public, and trustees and others in whom any railroad is vested are public agents, so far as the security and protection of the public rights and interests are concerned.

SECT. 3. Railroads, being public highways, can be laid out, built, maintained, and put in operation only by virtue of express grants of the Legislature, or of authority derived from them.

SECT. 4. The funds for the construction of railroads being derived mainly from the proprietors, and the profits derived from the tolls and income thereof being payable to them, their routes shall be surveyed and the roads laid out, in the first instance, by their agents. Any railroad may be laid out at one time through its entire course,

or at different and successive times in such parts as shall be deemed conducive to the interests of all concerned.

SECT. 5. A railroad being authorized by grant of the Legislature, the grantees, by their agents and engineers, may enter upon any land which falls within their route, and make such surveys as they deem necessary.

SECT. 6. They shall locate the route for their railroad where they deem it most suitable, establishing at convenient distances, not exceeding one mile apart, permanent monuments easily ascertained, and make a return of their location with reference to said monuments to the office of the secretary of state.

SECT. 7. Such return shall describe the location of their road by course and distance, with reference to such monuments, the width of the land located, the quantity of land of each owner proposed to be taken, and the name of the owner, if known.

SECT. 8. If stockholders of the railroad corporation, holding one tenth of the capital stock thereof, are dissatisfied with the location, they may apply by petition to the railroad commissioners for a change of the same; and they shall give notice to the corporation and all others interested by publication, and, after due hearing and examination, shall make such changes in the location as they deem the public interest to require.

SECT. 9. The grantees of such railroad, either before or after such location, may obtain deeds, or bonds for deeds, of any lands which they deem necessary for their road, or of the right of way over the same.

SECT. 10. If from any cause they cannot or do not obtain such deeds, they may apply by petition to the railroad commissioners to appraise the damages to the owners of such lands occasioned by such railroad.

SECT. 11. Any owner of land over which such railroad is located, who is aggrieved by such location, may, at any time before his damages are assessed, present his petition to the railroad commissioners, praying for a change of the location of such railroad.

SECT. 12. The railroad commissioners shall give such notice of a hearing, upon any application by the proprietors of the railroad for an assessment of damages, to the several owners and parties interested in the land over which said railroad is located, as county commissioners are required to give of hearings upon petitions for highways referred to them.

SECT. 13. They shall give like notice of a hearing, upon the application of a land-owner for a change of location, to the railroad proprietors and others interested. No appraisal of damages shall be

made after such petition is filed till the question of change of location is decided.

SECT. 14. The railroad commissioners shall give notice of any hearing for the appraisal of damages to the selectmen of the town in which the land lies; and the railroad commissioners and said selectmen being met, shall constitute a joint board for such appraisal.

SECT. 15. Notice of the time and place of the commencement of any such hearing, and of the distance to be examined, shall in all cases be sufficient.

SECT. 16. Said commissioners shall examine the place, hear the parties, and make report of their proceedings, in the same manner as county commissioners are required to do in the case of highways.

SECT. 17. Such report shall be final, unless either party aggrieved shall appeal therefrom within thirty days after notice thereof, upon which appeal the same proceedings shall be had as on appeal from an award of damages by the county commissioners.

SECT. 18. The location of any railroad may be changed, on petition of the proprietors, by the railroad commissioners, after notice to all persons interested, as well upon the existing as the proposed location, a hearing, and an award of damages to persons injured by such change.

SECT. 19. The rights of all parties shall be the same in such case as on the original appraisal, and the change of location shall be a discontinuance of the part so changed; but the proprietors may be allowed by the commissioners a limited time to remove their fixtures therefrom.

SECT. 20. Damages awarded to any land-owner shall be paid or tendered him, if known and resident in the State, before the proprietors shall enter on his land to make their road, except by his consent.

SECT. 21. If the owner or his residence is unknown, or if he is a minor and has no guardian, or is not resident in the State, the damages awarded shall be paid to the state treasurer for his use before the land can be rightfully entered upon.

SECT. 22. If an appeal is taken from the award of damages, the proprietors may enter upon and use the land, upon payment of the damages awarded to the owner, or, on his refusal of the same, to the state treasurer, and filing in his office reasonable security to the satisfaction of either of the county commissioners for the payment of any further damages and cost which may be awarded to the land-owner upon said appeal.

SECT. 23. No action shall be brought for damages before entry upon the land; and if the location of the road shall be changed

before the land is entered upon for the purpose of building the road, no damages shall be paid.

SECT. 24. Branch railroads, for the purpose of obtaining gravel, timber, or other material for the railroad, or for the accommodation of individuals, may be constructed and maintained across any highway by the permission of the selectmen, if the same does not obstruct the public travel.

SECT. 25. No title to any real estate or interest therein shall be acquired by or against the proprietors of any railroad by any adverse possession, however exclusive or long continued.

SECT. 26. The railroad commissioners shall certify the damages awarded to land-owners in each town by them, separately or in connection with the selectmen, to the town clerk of such town, within ten days after the making thereof; and the clerk shall note thereon the date of its receipt, and keep it on file, and any appeal may be entered at the court holden next after the expiration of thirty days therefrom.

SECT. 27. If land occupied by a railroad was not laid out and the damages appraised at the time of its construction, the road shall not be obstructed, but the land may be set off and the damages appraised as should have been done originally; and the costs of the proceedings shall be assessed by the railroad commissioners, and paid by the proprietors of the railroad.

SECT. 28. Whenever upon a hearing before the railroad commissioners and the selectmen of any town, upon an application for the assessment of damages for land taken in such town, commissioners and selectmen, as a joint board, are or have been unable to agree upon the amount of damages to be awarded to the owner of any land in such town, included in the location of such railroad, and shall have made report of their proceedings as required by law, the supreme court for the county, or any disinterested justice of said court in vacation, on the application in writing of such railroad or land-owner, shall appoint three disinterested men, resident of the county, who shall, after due notice to and hearing of the parties, appraise the damage to such land-owner for the land taken for such railroad in the same manner and with the same proceedings as are now provided by law for such assessment.

SECT. 29. Any railroad corporation may take and hold such land as may be necessary for side tracks, wood-sheds, repair-shops, engine, car, and freight houses, turn-tables, and depot purposes, and shall file a location of the same, as now provided by law for the location of railroads; and the damages for the same, in case the parties do not agree, may be assessed in the same manner as now provided by



law for land taken for such railroads; *provided*, that a copy of the location so made shall be given to the owner if known and resident in this State, and if such owner is unknown or resides without the State, that a like copy shall be published in some newspaper published in the county where the land so located is situated, at least twelve days before application shall be made to assess the damages for such land; and if any such owner is dissatisfied with such location, either party may apply to the railroad commissioners, who, after due notice to all parties interested, may change such location as justice may require, and shall file the location by them made in the office of the secretary of state.

SECT. 30. Any railroad corporation may, in like manner, take and hold earth and gravel contiguous to the line of said railroad, necessary for repairing, securing, or ballasting its road; *provided*, that in their certificate of location thereof they shall specify the depth to which they propose to grade the same; and in case they are unable to agree with the owner in relation thereto, the railroad commissioners shall state in their certificate of location the depth to which such material may be removed.

## CHAPTER 161.

### CROSSINGS, STATIONS, AND PASSES.

#### SECTION

1. Proprietors to provide crossings, etc.
2. Passes for highways, when to be built.
3. Towns may require bridges, etc.
4. Penalty for neglect.
5. Proprietors may apply to supreme court for decision.
6. County commissioners to hear and report.
7. Court to make order.
8. Proprietors may petition court for leave to construct bridge, etc.
9. County commissioners may set off land.
10. Damages assessed to owners injured.

#### SECTION

11. Appeal from assessment of damages.
12. Judgment on report and execution.
13. On non-compliance, fine, and injunction.
14. Depots established on like proceedings.
15. Penalty for neglect.
16. County commissioners to hear and decide on passes.
17. Penalty for not making passes.
18. Proprietors liable for incidental damages.
19. County commissioners to hear and award damages.
20. On compliance, liability of railroad ceases.

SECTION 1. Railroads having for their principal object the public accommodation, the proprietors thereof shall be bound to provide

crossings, stations, and other facilities for the public, and to make gates, crossings, cattle-passes, and other facilities for owners of land divided thereby or separated from any highway.

SECT. 2. If the track of any railroad is nine feet or more above any highway crossed by it as it was used when the railway was located, the proprietors thereof, within four months after notice by the selectmen, shall construct and afterward maintain a suitable pass for said highway under their track, at least ten feet in height above the traveled path and below the lower part of the timbers supporting the railway, and on failure so to do shall forfeit one hundred dollars for each month's neglect, for the use of the town.

SECT. 3. Any town, in any other case, may, by vote, require the proprietors of any railroad to secure the crossing of any highway by said railroad, by a bridge, or a pass under said way, or by gates on both sides of said railroad.

SECT. 4. If the proprietors of said railroad shall not construct such bridge, pass, or gates to the satisfaction of the selectmen, within six months after notice of said vote, they shall forfeit one hundred dollars for each month's neglect, unless they shall make application to the supreme court for a decision as hereinafter provided.

SECT. 5. The proprietors of such railroad, within thirty days after notice of such vote, may apply by petition to the supreme court for an examination of the crossing and a decision as to the propriety of such change; and notice thereof being given to the town, the petition may be referred to the county commissioners.

SECT. 6. The county commissioners, after notice, examination, and hearing, as required in case of highways, shall report whether the gates, pass, or bridge required by the town is necessary, and, if not, what is necessary to be done for the public security.

SECT. 7. Upon such report the court shall make such order as to such crossing as they may deem necessary.

SECT. 8. Whenever the proprietors of any railroad deem it necessary for the public safety that an intersection of their road with a highway shall be secured by a bridge, gates, or a pass, they may petition the supreme court for authority to construct the same; and thereupon the same proceedings shall be had as provided in the preceding sections.

SECT. 9. If the land of any person is alleged to be necessary for the construction of any pass or bridge, notice of such hearing shall be given to the owner thereof by the commissioners, and, after hearing, they may set off so much of said land as they deem necessary, and appraise the damages; upon payment or tender of which the proprietors of the railroad may use said land for that purpose.

SECT. 10. Upon application of any owner of land who has sustained damage by the erection of any such gate, pass, or bridge, his damages may be assessed in the manner provided in the preceding section.

SECT. 11. Any party dissatisfied with the damages awarded by the county commissioners may have his damages assessed by a jury, upon appeal, as in the case of highways.

SECT. 12. Upon every report of the commissioners, the court may render such judgment as the case may require, and in proper cases issue execution for any damages and costs by them adjudged.

SECT. 13. If the proprietors of such railroad do not comply with such order they may be fined not exceeding one thousand dollars, and may be restrained from using said road, by injunction, till the order is complied with.

SECT. 14. If the proprietors of any railroad shall not, upon request, establish proper stopping-places and depots for the public accommodation, they may, upon such proceedings as are before prescribed in the case of passes and bridges, be required to establish such depots.

SECT. 15. If the proprietors of the railroad shall not erect such depot and furnish such accommodations within such time, and make such stops, as the court have ordered, they shall forfeit one hundred dollars for each month's neglect.

SECT. 16. If the owner of land and the proprietors of any railroad are not agreed upon the place, number, or kind of cattle-guards, passes, or crossings to be constructed for his accommodation, either party may apply to the county commissioners, who, after notice, hearing, and examination, shall determine the number, places, time, and manner of construction of the same; and their report, filed with the clerk of the supreme court for the county, shall be conclusive.

SECT. 17. If the proprietors of such railroad do not construct such cattle-guards, passes, and crossings within the times limited by said commissioners, and pay any costs adjudged to be paid by them upon request, they shall forfeit twenty-five dollars for each month's neglect.

SECT. 18. The proprietors of every railroad shall be liable for all damages done to the owner of any property upon or near said railroad, in constructing or maintaining their railroad, or in altering any highway, turnpike, bridge, or private way, or by causing any obstruction or injury to any highway; but no action shall be commenced therefor until after sixty days' notice.

SECT. 19. The county commissioners, upon application within said sixty days, after notice, hearing, and examination, shall order any

change to be made in said railroad, or any highway, or other way connected therewith, and set off necessary land for the same, and award damages to all persons injured or to be injured by said railroad or the changes of such ways made or ordered.

SECT. 20. Upon making the changes so ordered, payment of the damages so awarded, and the costs allowed by the commissioners, and filing in the clerk's office of the supreme court a certificate of one of the commissioners that the changes ordered by them have been made, the liability of the proprietors of the railroad shall cease.

## CHAPTER 162.

### FENCES, OBSTRUCTING HIGHWAYS, AND FIRES.

#### SECTION

1. Fences and cattle-guards, by whom built.
2. On neglect, may be built by owner of land.
3. Proprietors may recover against party agreeing to repair.
4. Speed of engines limited at crossings.
5. Cars not to be shifted across highways, except by license.

#### SECTION

6. License granted and revoked by selectmen or railroad commissioners.
7. Highways not to be obstructed.
8. Proprietors liable for damage by fire.
9. They may insure exposed property.
10. Insurance by owner inures to proprietors paying.

SECTION 1. The proprietors of every railroad shall erect and maintain a sufficient fence on each side of their road, except at the crossings of public highways; and at every such crossing shall construct and maintain, on each side of such highways, such cattle-guards and fences as will prevent cattle from passing upon their road.

SECT. 2. If the proprietors of any railroad neglect to maintain such fence, any owner of adjoining land may give notice thereof to any agent of said proprietors; and if the same is not repaired or made sufficient within twenty days, such owner may build or repair the same, and recover twice the expense thereof by action on the case against such proprietors.

SECT. 3. If any person has agreed to repair or maintain such fence, and neglects to do so, the proprietors of the railroad may rebuild or repair the same, and recover the expense thereof of such person, by action on the case.

SECT. 4. No proprietors of a railroad shall run their engine, cars, or train at a greater speed than six miles an hour across any highway in or near the compact part of any town.

SECT. 5. No such proprietors shall pass and repass any highway with their engines or cars for the purpose of shifting off cars or trains, without license of the selectmen of the town, and under such restrictions and regulations as may be therein prescribed, under penalty of twenty dollars for each offence. If, on application therefor, such license shall be refused by the selectmen, such proprietors may appeal from their decision to the railroad commissioners, who, after notice and hearing, for good cause shown, may grant such license.

SECT. 6. Such license shall be granted only upon application therefor in writing, after due notice to all parties interested and a hearing thereon, and may be revoked for good cause, after like notice to the proprietors.

SECT. 7. No such proprietors shall obstruct by their engine, cars, or train, any highway more than two minutes at any one time, under penalty of twenty dollars for each offence, to the party delayed thereby.

SECT. 8. The proprietors of every railroad shall be liable for all damages which shall accrue to any person or property by fire or steam from any locomotive or other engine on such road.

SECT. 9. Such proprietors shall have an insurable interest in all property situate on the line of such road exposed to such damage, and may effect insurance thereon for their own benefit.

SECT. 10. Any insurance effected by the owners of such property thereon shall so far inure to the benefit of the proprietors of such railroad that in case of loss such proprietors shall be entitled to a deduction from the damages of the amount received thereon, except the premium and expense of recovering the same, or to an assignment of the policy, upon payment of the whole damages sustained.

## CHAPTER 163.

## PASSENGERS, FREIGHT, AND RAILROAD POLICE.

## SECTION

1. Table of fares, etc., to be posted.
2. Rates to be uniform, facilities equal.
3. Penalty for violation.
4. Free passes, to whom limited.
5. Season and excursion tickets.
6. Conductor to collect fares or tickets, and remove passengers not paying.
7. Penalty for violating rule.
8. For evading payment of fare.
9. Prosecutions brought within six months.
10. Passengers' baggage to be carried.
11. Proprietors responsible for safety of baggage; remedy for default.
12. Penalty for injuring baggage.
13. Railroads to give notice of this provision.
14. Trains to stop at crossings.
15. Penalty for violation.
16. Employees of railroads to be appointed police officers; tenure of office.
17. Copy of record of appointment to be filed with town and city clerks.

## SECTION

18. Officers of railroad police to wear a badge, except when on duty as detectives.
19. Powers and duties of such officers.
20. Noisy or disorderly passengers may be arrested, detained, and committed without warrant.
21. Loiterers about station-houses, etc., may be fined if remaining after request to leave.
22. No person to be ejected from the cars for non-payment of fare except at a passenger station; railroad police may arrest a passenger for non-payment of fare, etc.
23. Compensation of railroad police officers; liable for official misconduct.
24. Power of railroad police officers to cease upon notice filed with town and city clerks in which notice of appointment has been filed.

SECTION 1. A table of prices for the conveyance of persons and property between the several stations on their road, and between their stations and the stations of other roads with which they have a business connection, shall be posted in their depots by the proprietors of every railroad.

SECT. 2. The rates shall be the same for all persons and for like descriptions of freight between the same points; such prices shall not be raised until after thirty days' notice posted as aforesaid. All persons shall have reasonable and equal terms, facilities, and accommodations for the transportation of themselves, their agents and servants, and of any merchandise and other property, upon any railroad owned or operated in this State, and for the use of the depot and other buildings and grounds of such corporation, and, at any point of intersection of two railroads, reasonable and equal terms and facilities of interchange.

SECT. 3. Every railroad corporation offending against the provisions of section two shall be liable to a penalty not exceeding five hundred dollars, to be recovered by indictment, and to the party aggrieved, in an action of damages.

SECT. 4. No person shall be allowed to pass over any railroad without paying the fare thus established, except stockholders going or returning from the meetings of the proprietors; the directors, superintendent, treasurer, and clerk of said proprietors, and of roads having a business connection from freight and passengers on said road; persons in charge of mails and expresses; and persons poor and in misfortune, who are unable to pay said fare, and to whom passes have been granted.

SECT. 5. Season tickets, by the quarter or other specified time, may be sold at reduced rates; and special rates may be established for passengers to attend agricultural fairs, public meetings, and parties of pleasure, and for military and other organized companies.

SECT. 6. The conductor shall collect promptly the fares of the passengers so established, or the tickets showing that the same have been paid. If any passenger shall not pay such fare, or give up to the conductor such evidence of payment, the conductor may remove him from the train, and command others to assist him, with like authority and under the same penalty for refusal as sheriffs have in the service of process.

SECT. 7. If any conductor, ticket-master, or other officer of any railroad shall knowingly violate any provision of this chapter relative to fares, he shall be fined not exceeding fifty dollars, and shall be incapable of holding any office or employment on said road.

SECT. 8. No person shall ride upon any car or train who has not paid, or does not pay on demand, the established fare; and whoever fraudulently evades or attempts to evade the payment of such fare, by either giving a false answer to the collector thereof, or by traveling beyond the point to which he has paid, or by leaving the train without having paid the fare, or otherwise, shall be fined not exceeding ten dollars for each offence.

SECT. 9. Prosecutions for offences against the provisions of this chapter shall be commenced within six months after the offence is committed.

SECT. 10. Every passenger shall be entitled to have taken with him, by the same train, in consideration of the fare paid by him, a reasonable amount of personal baggage; but if such baggage exceed in value one hundred dollars, the proprietors of the railroad shall not be liable for its loss or damage beyond that sum, unless notice is given thereof and extra charges paid for the risk.

SECT. 11. The proprietors of every railroad shall be responsible for the safe transportation and delivery of all such baggage at the station for which the same was received, and in default thereof shall be liable to pay the owner the damage sustained, after the expiration of thirty days from the time notice of the loss or injury is given to some officer, agent, or servant of said proprietors.

SECT. 12. Any baggage-master, brakeman, express agent, stage-driver, hackman, porter, or other person whose duty it is to handle, remove, or take care of baggage of passengers or travelers, who shall recklessly or willfully injure or destroy any trunk, valise, box, package, or parcel, while loading, transporting, unloading, delivering, removing, or storing the same, shall be punished by fine not exceeding twenty dollars, to be recovered to the use of the prosecutor or complainant, or by imprisonment not exceeding six months, or by both.

SECT. 13. The president or superintendent of every railroad company in this State shall post up a copy of this and the preceding section at every depot between the termini of their road, and keep the same thus posted.

SECT. 14. When a railroad, whose cars are propelled by steam, is crossed by a similar railroad at grade, every engineer of a passenger train on such roads shall stop his engine within five hundred feet of the intersection of said roads, and shall pass slowly over said intersection; but one stop shall be sufficient for all such crossings within six hundred feet of one another upon the same road, and no stop shall be required at any crossing where a signalman is stationed.

SECT. 15. Every engineer violating the provisions of the preceding section shall forfeit one hundred dollars for each offence, and the corporation on whose road the offence is committed shall forfeit the further sum of two hundred dollars, such forfeitures to be recovered in the county where the offence is committed.

SECT. 16. The selectmen of any town, or the mayor and aldermen of any city, may, upon the petition of any railroad corporation having a passenger station within the limits of such town or city, appoint as many of the employes of said company as they may deem proper, police officers, to act as railroad police, for the purpose and with the powers hereinafter set forth. Such police officers shall hold their office during the pleasure of the selectmen, or mayor and aldermen, by whom they are appointed, unless their powers shall be terminated as provided in section twenty-four.

SECT. 17. A copy of the records of the appointments of any railroad police officer shall be filed by the clerk of the corporation upon whose petition such order is made, with the clerk of each town or



city through or into which such railroad runs, and in which it is intended that such police shall act; and the filing of such order shall constitute the persons named therein railroad police within such towns or cities.

SECT. 18. Every officer of the railroad police shall, when on duty, except as detectives, wear a metallic badge in plain view, with the words "railroad police," and the name of the corporation for which he is appointed inscribed thereon.

SECT. 19. Officers of the railroad police may preserve order within and about the premises and upon the cars of the corporation upon whose petition they are appointed; they may arrest, without a written warrant, all idle, intoxicated, or disorderly persons frequenting such premises or cars, and obstructing and annoying, by their presence or conduct, or by profane or indecent language or behavior, the traveling public using the same, and all persons committing thereon any offence known to the laws of this State, and may take the persons so arrested to the nearest police station or other place of lawful detention in the county where the offence is committed; and for this purpose they may carry the persons so arrested to the next railroad station at which the train on which they are traveling stops, although in another county, and detain them there until the next passenger train goes to the county wherein the offence was committed, on which they shall be carried back, to be taken to said police station or other place of lawful detention. The persons so arrested shall be discharged or taken before a police court or justice of the peace, to answer for their offence, within twenty-four hours after their arrest.

SECT. 20. Whenever any passenger upon a railroad train behaves in a noisy or disorderly manner, any railroad police officer may arrest him without a written warrant, and remove him to the baggage car of such train, where such officer may confine him until the arrival of the train at some station where he can be placed in charge of an officer who shall take him to a place of lawful detention.

SECT. 21. Whoever, without right, loiters or remains within any station-house of a railroad company, or upon the platform or grounds adjacent to such station, after being requested to leave the same by any railroad police officer, shall be punished by a fine of not more than twenty dollars.

SECT. 22. No railroad corporation shall eject any person from its cars for non-payment of fare except at some passenger station on its road. Officers of the railroad police may arrest any passenger refusing to pay his fare, and may deliver him into custody at any regular passenger station.

SECT. 23. The compensation of all railroad police shall be paid by the corporations upon whose petition they are respectively appointed. And such railroad police shall be liable to parties aggrieved, for any official misconduct, to the same extent as police officers of towns and cities are liable.

SECT. 24. Whenever any corporation shall cease to require the services of any of the railroad police appointed upon its petition, it may file a notice to that effect in the several offices in which notice of such appointment was originally filed, and thereupon the power of such officers shall cease.

## CHAPTER 164.

### RAILROAD CONNECTIONS.

#### SECTION

1. Proprietors to draw cars of connecting roads.
2. Then no other motive power used.
3. Referees to be appointed to settle terms.
4. To settle existing claims.
5. To settle terms in future.
6. Expenses paid equally.

#### SECTION

7. Award returned to court, and judgment.
8. Penalty for non-compliance.
9. Court may require security for money paid.
10. Contracts for transportation limited.

SECTION 1. The proprietors of every railroad shall, at all reasonable times, draw over their road the cars, passengers, and freight that may be brought and delivered to them by the agents or servants of any other railroad which is authorized to enter on and use the same, or which is authorized to use any connecting railroad having such authority, and all cars, passengers, and freight destined for such railroad, on such terms as the Legislature or others by its authority may from time to time prescribe.

SECT. 2. No proprietors of any railroad over which the cars of other railroads are drawn in conformity to the preceding section shall be required to allow their road to be used by any other than its own motive power.

SECT. 3. In case the proprietors of any railroads interested in such transportation are unable to agree upon the terms thereof, either party, on giving to the other three months' notice, may apply to the supreme court, or to any two justices thereof who are disinterested, in vacation, for the appointment of an impartial, disinterested board of referees; and said court or justices, after due notice to the opposite party, shall appoint such board to determine the same.

SECT. 4. Said referees shall give notice to and hear the parties,

and adjust and finally determine all unsettled claims or accounts relating to such transportation, to the time of the appointment of said referees.

SECT. 5. Said referees shall adjust and determine the rates and terms of such transportation, and all matters relating to the connection in future and from the time of their appointment; and their award thereon shall be valid and binding, until the same shall be altered by the parties or by the Legislature, or by a new decision for the time ensuing by a like board of referees.

SECT. 6. The expenses of such referees shall be paid in equal proportion by the several parties interested.

SECT. 7. The award of said referees may be returned to any subsequent law term of said court, and on due notice to the adverse party shall be examined and recommitted or accepted, and final judgment rendered thereon.

SECT. 8. If either party shall not comply with said award, they shall forfeit and pay to the other one thousand dollars for each month's neglect; but either party may comply with any provision of said award under protest.

SECT. 9. The supreme court, or any two justices thereof, upon application of either party, may make such order for the security of the money paid over or accruing to any party under such award, pending any legal proceedings relating to said award, as may seem just.

SECT. 10. No contract between two or more railroad corporations, for the use of their roads, shall be legal or binding for a longer time than five years, nor unless sanctioned in writing by the railroad commissioners, and approved by the Governor and Council.

## CHAPTER 165.

### TRUSTEES OF RAILROADS.

#### SECTION

1. Trustees to call annual meetings of creditors.
2. If trustees do not, one third of creditors may call meeting.
3. Trustees to make report to meeting.
4. Creditors may choose new trustees.

#### SECTION

5. Property transferred to new trustees.
6. Trustees not personally liable for damage.
7. The assets liable for such loss.
8. Chancery power of supreme court.

SECTION 1. The trustees to whom any railroad has been assigned or conveyed in mortgage for the benefit of the creditors shall call a

meeting of the creditors whose claims are secured by such mortgage once a year, to be holden at some place on or near said railroad, by publication in two daily papers published in Boston, and one paper in each county in which such railroad is located.

SECT. 2. If such trustees, on application of such creditors to the amount of one third of the whole sum secured, do not within fourteen days call such meeting, five or more such creditors, holding the like amount of claims, may call such meeting in the same manner.

SECT. 3. At such meeting, said trustees shall make a report of the state of the trust property, and of their proceedings and management in relation thereto, according to the usual custom of directors of railroads to the stockholders.

SECT. 4. Said creditors, at such meeting, may elect by ballot three or five trustees, being creditors, and a majority at least residents of the State; each creditor being entitled to one vote for each hundred dollars of his debt, and having the same right to vote by proxy as stockholders of railroads at their meetings.

SECT. 5. Upon the election of new trustees, the interest of the former trustees shall be transferred to and vest in such new trustees; and the former trustees shall render and settle an account of their trust to and with such successors, and pay and transfer to them such mortgage estate and any balances in their hands; and if a balance is due said retiring trustees, the assets of the trust shall be charged therewith.

SECT. 6. No trustees or assignees of any railroad mortgage who have the railroad in their charge shall, as such and without their own default, be personally responsible for any damage, by collision or force, occurring to any passenger or freight upon said railroad.

SECT. 7. In case of such damage, the company assigning or mortgaging the railroad shall be liable; and the assets in the hands of the trustees shall be holden for such damage as part of the expenses of the trust, in preference to the claims of the general creditors of the company.

SECT. 8. The supreme court shall have summary power to make all orders and decrees necessary to carry such trusts into effect.

## LAWS OF JUNE SESSION, 1879.

## CHAPTER 55.

## AN ACT IN RELATION TO FREIGHT CHARGES ON RAILROADS.

## SECTION

1. Freight tariff regulated.
2. Tariff on through freights not affected.

## SECTION

3. Penalty for violation.
4. Takes effect, when.

SECTION 1. No railroad owned or operated in this State shall charge a higher tariff on like classes of freight, by the car-load, when delivered at any station on its line, than is charged to deliver the same at any station on the road when the transportation is for a greater distance.

SECT. 2. Nothing in section one shall be so construed as to affect the rights of any railroad owned or operated in this State from establishing such rates on freights shipped over their lines from points outside of the State to points beyond the State as may seem for their best interests.

SECT. 3. Any railroad corporation or company violating any of the provisions of this act shall be fined not exceeding five hundred dollars, to be recovered in an action of debt by the party aggrieved, or any person who may sue therefor.

SECT. 4. This act shall take effect upon and after its passage.

[Approved July 19, 1879.]

## LAWS OF JUNE SESSION, 1881.

## CHAPTER 81.

## AN ACT PROVIDING FOR THE TRANSPORTATION OF MILK UPON RAILROADS.

## SECTION

1. Railroads not to discriminate against small dealers in milk.
2. Railroad commissioners to revise tariff, when.

## SECTION

3. Penalty for refusing to carry at rates fixed by commissioners.
4. Takes effect, when.

SECTION 1. No railroad corporation shall contract with any person or corporation to furnish facilities for the transportation of milk,

or shall itself carry the same in large quantities over any portion of its line, without at the same time establishing a tariff under which it will receive, forward, and deliver milk by the can over the same portion of its line for any person tendering the same, in such way that the milk so tendered by the can shall be carried under fairly proportionate advantages in every respect, including price, time, and reasonable care for the same, as the milk carried in large quantities, or through facilities furnished by contract.

SECT. 2. On the petition of any person desiring to forward milk over any railroad, it shall be the duty of the board of railroad commissioners to investigate and ascertain at what rates facilities for the carriage of milk under contract or in large quantities are furnished by the corporation operating such railroad, and to compare the same with the tariff of said corporation for the carriage of milk from and to the same places by the single can, including a reasonable compensation for the care of the same; and if the tariff for the care and carriage of such milk by the can is found to be unreasonably more than the rate charged for its carriage under contract, or in larger quantities, said board of railroad commissioners shall revise such tariff and fix such rates therefor as shall be fairly proportionate with such contract or large-quantity rates, and notify the corporation of such revision; *provided*, that milk received by one corporation from another shall not be considered as milk received at the point of junction of the roads of such corporations, so as to regulate the rates charged on milk tendered for carriage at such point of junction.

SECT. 3. A corporation which shall refuse or neglect to receive, forward, or deliver milk by the can at the tariff rates fixed and notified to it by the board of railroad commissioners in the manner provided in the preceding section shall forfeit to the person tendering such milk the sum of ten dollars for each and every can which it so refuses to receive or neglects to forward or deliver, to be recovered in an action of tort.

SECT. 4. This act shall take effect on and after its passage.

[Approved August 17, 1881.]

## CHAPTER 104.

## AN ACT IN RELATION TO RAILROAD BRIDGES.

## SECTION

1. Railroads to erect bridge-guards; penalty for neglect.

## SECTION

2. Takes effect, when.

SECTION 1. That every railroad corporation shall erect and maintain suitable bridge-guards at every bridge or other structure, any portion of which crosses the railroad less than eighteen feet above the track, such guards to be approved by the board of railroad commissioners, and to be erected and adjusted to their satisfaction. Any corporation which refuses or neglects to comply with the provisions of this act shall, for each month of continuance in such neglect or refusal, forfeit the sum of fifty dollars; and whoever shall willfully destroy or break any such bridge-guard shall forfeit a sum not exceeding one hundred dollars, and be liable to imprisonment not exceeding thirty days.

SECT. 2. This act shall take effect December 1, 1881.

[Approved August 19, 1881.]

## LAWS OF JUNE SESSION, 1883.

## CHAPTER 26.

## AN ACT TO AMEND CHAPTER 162, SECTIONS 5 AND 7, OF THE GENERAL LAWS.

## SECTION

1. Penalty for shifting railway trains across highways without license increased.

## SECTION

2. Penalty for obstructing highways increased.

SECTION 1. Section 5 of chapter 162 of the General Laws is amended by striking out the words "twenty dollars" in the first clause thereof, and inserting in the place thereof the words "two hundred dollars," so that the same shall read: No such proprietors shall pass and repass any highway with their engines or cars for the purpose of shifting off cars or trains without license of the selectmen of the town, and under such restrictions and regulations as may be therein prescribed, under penalty of two hundred dollars for each offence.

SECT. 2. Section 7 of chapter 162 of the General Laws is amended by striking out the words "twenty dollars," and inserting

in place thereof the words "two hundred dollars," so that the section shall read: No such proprietors shall obstruct by their engine, cars, or train, any highway more than two minutes at any one time, under penalty of two hundred dollars for each offence, to the party delayed thereby.

[Approved August 7, 1883.]

## CHAPTER 27.

### AN ACT RELATING TO THE WANTON AND MALICIOUS STOPPING OF RAILROAD TRAINS.

#### SECTION

1. Penalty for wantonly hindering or stopping railway trains.

#### SECTION

2. Does not apply to horse railways.
3. Takes effect, when.

SECTION 1. If any person shall maliciously or wantonly stop, hinder, or delay, or by any false alarm or signal, or otherwise, cause to be stopped, hindered, or delayed, or shall in any manner maliciously or wantonly interfere with the running, management, or control of any railroad train, car, or locomotive, he shall be punished by imprisonment not exceeding ten years, or by fine not exceeding one thousand dollars, or by both such fine and imprisonment.

SECT. 2. This act shall not apply to horse railroads.

SECT. 3. This act shall take effect upon its passage.

[Approved August 7, 1883.]

## CHAPTER 84.

### AN ACT FOR THE PROTECTION OF PERSONS TRAVELING UPON RAILROAD TRAINS.

#### SECTION

1. Provisions for removing bushes, etc.
2. Report of railroad commissioners.

#### SECTION

3. Order of court thereon.
4. Takes effect, when.

SECTION 1. Whenever the proprietors of any railroad deem it necessary for the public safety that bushes or other obstructions at or near any highway or farm crossing at grade, or upon the inside of any curve, outside of the thickly settled portion of any town or city, be removed, they may petition the supreme court for authority to take such land as may be necessary and keep the same clear of all such obstructions; and notice thereof being given to the owner of the land, the petition may be referred to the railroad commissioners.



SECT. 2. The railroad commissioners, after notice, examination, and hearing, as required by county commissioners in the case of highways, shall report whether the taking of the whole or any portion of the land described in the petition is reasonably necessary, and if not, what is necessary to be done for the public safety.

SECT. 3. Upon such report the court shall make such order as to such curve or crossing as they may deem necessary.

SECT. 4. This act shall take effect from and after its passage.

[Approved September 11, 1883.]

## CHAPTER 100.

### AN ACT PROVIDING FOR THE ESTABLISHMENT OF RAILROAD CORPORATIONS BY GENERAL LAW.

#### SECTION

1. Not less than twenty-five persons may associate, by written articles of agreement, to form a railroad corporation.
2. Articles of association; capital stock; directors.
3. Name; capital stock may be reduced; gauge of road; clerk; treasurer; vacancy; copy of articles of association to be filed and published.
4. Application to justice of supreme court.
5. Articles of association to be recorded in office of secretary of state; form of certificate; certificate to be recorded.
6. First meeting, how called; by-laws; directors and other officers.
7. Mode of determining the public exigency.
8. Commissioners to report and locate road; proviso.
9. Persons aggrieved may file objections; location to be recorded.
10. Assessment of damages.
11. Mode of increasing capital stock; of reducing it; of changing gauge of road.
12. Time of construction limited.

#### SECTION

13. Not to enter for construction nor run trains until.
14. Railroads may build branches.
15. Change of gauge.
16. Maps and profiles to be filed; annual meetings.
17. Contract and lease; union of corporations; by-laws; increase of rates prohibited; competing roads; lease; terms of lease and union to be recorded, and map filed; general manager's office; first meeting; rights of State unimpaired.
18. Corporations chartered by other States.
19. Stockholders' assent and interests.
20. Bondholders' assent and interests.
21. Tender of amount of appraisal.
22. New stock and bonds.
23. Amount of new stock limited.
24. Amount of dividends limited.
25. New corporation may issue bonds.
26. Fares and freights; connecting roads to draw each others' cars; depots; terminal accommodations of roads of different gauges.
27. Freight charges regulated.
28. Penalty.
29. Repealing clause.
30. Takes effect, when.

SECTION 1. Any number of persons not less than twenty-five, a majority of them being inhabitants of this State, may associate them-

selves together, by written or printed articles of agreement, for the purpose of forming a railroad corporation, and, upon complying with the provisions of this act and of such of the general laws of the State as relate to the formation and organization of railroad corporations not inconsistent with this act, shall, with their associates and successors, be and remain a corporation, with all the powers and privileges, and subject to all the duties, liabilities, and restrictions, set forth in this act, or in the laws of this State applicable to railroad corporations, and incident to corporations of a similar nature.

SECT. 2. The articles of the association shall state the name of the corporation, the termini of the railroad proposed to be built, its length as near as may be, and the name of each city, town, and county through or into which its route extends, its gauge, the amount of the capital stock of the corporation, which shall not be less than fifteen thousand dollars for each mile when the gauge is more than three feet, and not less than six thousand dollars for each mile when the gauge is three feet or less, and shall be divided into shares of one hundred dollars each, and the names of at least seven persons to act as a board of directors until others are chosen by the corporation. Each associate shall subscribe to the articles his name, residence, post-office address, and the number of shares of stock which he agrees to take, but no subscriber shall be bound to pay beyond ten per cent of the amount of his subscription unless the corporation is established.

SECT. 3. The corporate name assumed shall be one not in use by any other corporation in this State, and shall be changed only by act of the Legislature. The associates may from time to time, at any meeting called for the purpose, reduce the amount of the capital stock, but not below the limit prescribed in the preceding section, and not to reduce the par value below one hundred dollars per share; and they may in like manner change the gauge of their road. The directors shall be subscribers to the articles of association, and a majority of them shall be inhabitants of this State. They shall appoint a clerk, who shall be an inhabitant of this State, and shall be sworn to the faithful discharge of his duties, and who shall record the doings of the directors and proceedings of the association. They shall also appoint a treasurer of the association, who shall give bond to their satisfaction for the faithful performance of his trust. The clerk and treasurer thus appointed shall hold their respective offices until clerk and treasurer of the corporation are duly chosen or appointed. The directors may fill any vacancy happening in their own board or in the office of clerk or treasurer previous to the establishment of the corporation. The directors shall cause a copy of

the articles of association to be filed with the clerk of each city or town through or into which the railroad is proposed to be located, with a plan of line showing the termini and the length of railroad in each town, and also shall cause the articles of association to be published in some newspaper in each county in which said railroad is proposed to be located; and the certificate of the clerk of the association, or the affidavit of any other person, upon or annexed to the articles of association, shall be evidence of such publication.

SECT. 4. Whenever the full amount of the capital stock, as provided in section two, has been subscribed in good faith by responsible persons, such association may apply to any justice of the supreme court, who shall appoint a time and place of hearing, give such notice thereof as justice may require, and when it shall be made to appear to such justice that the requirements of this act and such of the general laws of the State as relate to the formation of railroad corporations have been complied with, such justice shall annex to such articles of association a certificate that these requirements of the law have been complied with.

SECT. 5. The directors shall thereupon cause the articles of association, with all the certificates indorsed thereon or annexed thereto, to be recorded in the office of the secretary of state, who, upon the payment to him of his reasonable charges therefor, shall record the same in a book kept for that purpose, and shall issue a certificate, substantially in the following form, to be annexed to said articles of association:

THE STATE OF NEW HAMPSHIRE.

Be it known, that whereas \_\_\_\_\_ have associated themselves together with the intention of forming a corporation under the name of the \_\_\_\_\_ for the purpose of locating, constructing, maintaining, and operating a railroad [description of road as in articles of association], and have complied with the laws of this State relating thereto, therefore, I, \_\_\_\_\_ secretary of state, do hereby certify that the persons aforesaid, their associates and successors, are legally established as a corporation under the name of the \_\_\_\_\_, with all the powers and privileges, and subject to all the duties, liabilities, and restrictions, of the laws of this State applicable to railroad corporations.

In witness whereof, I have hereunto subscribed my name, and affixed the seal of said State, this

[State seal.]

day of

in the year

, Secretary of State.

The certificate so executed shall be recorded by the secretary of state, and the same, with the articles of association and certificates annexed thereto, shall also be recorded in the books of the corporation; and the original, or a duly certified copy thereof, shall be evidence of the establishment of the corporation at the date of such certificate.

SECT. 6. Upon the issue and record of such certificate, the directors may call the first meeting of the corporation at such time and place in this State and for such purposes as they may think the interests of the corporation require, which shall be notified by the clerk of the association by depositing in the post-office, prepaid to the place of their destination, written or printed notices of the time, place, and objects of such meeting, by him signed, seven days at least prior to the day of such meeting, addressed to each stockholder or subscriber for stock at his post-office address; and said clerk shall make a record of his doings in notifying such meeting in the records of the association. At such first meeting, or any adjournment thereof, the corporation may adopt by-laws, choose directors, and all necessary officers and agents, and transact any other business of which notice has been given in the notification of the meeting.

SECT. 7. When the corporation has been duly organized as herein provided, the directors may apply by petition to the supreme court, at the law term or adjourned term thereof, setting forth the facts relating to the establishment and organization of the corporation, its termini, and the route on which it is desired that said railroad shall be located, to determine whether the public good requires the laying out and construction of such railroad. Said court shall forthwith give such notice as justice may require, and, if no sufficient objection is shown, may refer said petition to the railroad commissioners, or to three referees to be appointed by it, who shall give notice, hear the parties as county commissioners are required to do in cases of petitions relating to highways referred to them, at which hearing any person whose business or property may be affected by such laying out and construction shall be heard.

SECT. 8. Such commissioners or referees shall report to the court whether, in their opinion, the public good requires the laying out, construction, and operation of such railroad on the route set forth in such petition, and shall locate the same in the same manner as that provided by the general laws for the location of a railroad; *provided*, that such location shall not be made on or over any portion of any of the routes for which charters have already been granted to any existing railroad corporation not yet located, unless such corporation shall fail to file a location of its route, as now provided by law, on

or before the time limited in its charter, and that no location shall be made upon or over any portion of the location of any railroad except when necessary for connections and crossings; *provided*, that this act shall not prevent the location and construction of a railroad from North Stratford to Canada line by any railroad corporation after the expiration of the time limited in the charter of the Boston, Concord & Montreal Railroad.

SECT. 9. Any person aggrieved by the decision of the court or referees may file his objection, in writing, with the clerk of the court, and be heard thereon at the term of the court at which such report is made; and said court may render judgment on said report, or make such order therein as justice may require; and the location of the route of said railroad, as fixed by the decision of said court, shall be recorded by the secretary of state, and said route may be changed in the mode now prescribed by law.

SECT. 10. If said court shall render judgment laying out said railroad, the directors may apply to the railroad commissioners to assess the damages to landholders and other parties interested, as provided by law.

SECT. 11. If the capital stock fixed in the articles of association, upon the filing of which the certificate of establishment was issued, is found to be insufficient for the construction or equipment of the railroad, the corporation, at a meeting called for the purpose, may increase the same from time to time to the amount necessary for the purpose aforesaid, giving to existing stockholders the right to take the new stock in proportion to their old stock before offering the same to new subscribers. The corporation may in like manner reduce the amount of its capital stock, reducing the stock of each stockholder *pro rata*, provided the stock shall never be reduced below the limit prescribed in section two, and the par value shall not be reduced below one hundred dollars per share, and may in like manner change the gauge of the road; but if any such increase or reduction of capital or change of gauge is made, a certificate of the fact, signed by the president and clerk of the corporation, shall, within thirty days thereafter, be recorded in the office of the secretary of state, as provided for the original location.

SECT. 12. If such corporation does not begin the construction of its road, and expend thereon at least twenty per cent of the amount of its original capital stock within four years after the date of its certificate of establishment, and does not complete its road and open the same for use within six years from said date, its corporate powers and existence shall cease, except as to such parts of said railroad as then shall have been completed for use.

SECT. 13. No railroad corporation shall enter upon any land or other property for the purpose of constructing a road until an amount equal to at least twenty per cent of the par value of each share of the capital stock has been actually paid in; nor shall any corporation commence running its trains until its paid-up capital stock shall be equal to at least one half its cost, including equipment.

SECT. 14. Any railroad corporation now or hereafter in operation in this State may build branches or extensions by complying with the provisions of sections seven, eight, nine, ten, and thirteen of this act, and to such of the general laws of the State as apply thereto, may issue stock solely for the construction and equipment of such branch or extension; *provided*, that such new stock shall be entitled to dividends only at the same rate as may by law be divided on the stock of the corporation before such issue, or without additional capital stock of its indebtedness is not thereby increased.

SECT. 15. No corporation organized to construct its road on a gauge of three feet or less shall change such gauge to more than three feet without complying with all provisions of law in relation to the capital stock of roads of the gauge last named; and the fact that such provisions have been complied with shall be shown to the satisfaction of one of the justices of the supreme court, and indorsed by him upon the certificate of such change of gauge, before recording the same in the office of the secretary of state.

SECT. 16. Whenever the railroad of any corporation organized under this act shall be finished and opened for use, the corporation shall, within one year thereafter, cause a map and profile thereof, with tables of grade and curvature, and a statement of other characteristics of the road, in such form as the railroad commissioners may prescribe, to be certified by its engineers, and filed in the office of the secretary of state. Every such railroad corporation shall hold at least one meeting in each year for the choice of such number of directors as the by-laws may prescribe, which shall be called the annual meeting, and this and all other corporate meetings shall be holden at such time and at such convenient place in this State as the by-laws may prescribe or the directors appoint.

SECT. 17. Two or more railroad corporations may contract that either corporation shall perform all the transportation of persons and freight upon and over the road of the other, or any road leased or operated by it, and any railroad corporation may lease its road, railroad property, and interests to any other railroad corporation, upon such terms and for such time as may be or may have been agreed to by the directors, and as may be or may have been approved by two thirds of all the votes cast on that subject by the stockholders

of each corporation voting according to law thereon at meetings of said stockholders properly notified and held for that purpose. And two or more railroad corporations may apply to the supreme court, at the law term, to determine whether the public good will be promoted by the union of said corporations, and, if said court shall decide that the public good will be promoted by a union of said corporations, they may unite and form a new corporation, which shall have all the powers, privileges, franchises, property, and rights of every kind, assume and be subject to all the duties and liabilities of the corporations forming such union, or either of them, and of railroad corporations, under the laws of this State and under their several charters, upon such terms and conditions and with such guaranties as may be or may have been agreed upon by two thirds of all the votes cast on that subject by the stockholders of each corporation voting according to law thereon at meetings of said stockholders properly notified and held for that purpose; and may adopt by-laws providing for the number and manner of choosing its directors and other officers and define their duties, and the time and manner of holding meetings of the corporation, and for such other purposes as its interests may require; *provided*, that the rates for fares and freights existing August 1, 1883, shall not be increased on any part of the roads so leased or united, and the decrease in the operating expenses consequent upon the leasing or uniting of any roads shall be met from time to time by a reasonable and just reduction of fares and freights; but no competing railroads now prohibited by law from leasing or uniting shall have a right under the provisions of this act to unite with or lease each other unless said roads, or one of them, has heretofore leased or united with some other road or roads for the purpose of forming a continuous line, or shall hereafter, or at the time of such lease or union, unite with or lease some other road for such purpose. When any railroad is leased under the provisions of this act, said lease shall be recorded by the secretary of state, and when a new corporation is formed, as provided in this section, the terms of such union shall be recorded by the secretary of state, and it shall file a map and profile of its road, as required by section sixteen of this act; and when such railroad within this State has been organized or formed by a lease or union of roads organized under the laws of the State, the principal place of business of the corporation and the offices of the superintendent or general management shall be located therein, unless otherwise provided by the Legislature. The first meeting of a new corporation formed by the union of two or more existing railroad corporations shall be called by the presidents of the corporations composing such

union, or either of them, and seven days' notice shall be given of the time and place of said meeting by publication in one or more newspapers in each county where either of said railroads are [is] located; but nothing in this act shall impair the right of the State to hereafter take any or all of the roads that may be leased or united under it, according to the provisions of their several charters or the general laws of the State.

SECT. 18. Railroad corporations created by the laws of other States, operating roads within this State, shall have the same rights for the purposes of operating, leasing, or uniting with other roads as if created by the laws of this State.

SECT. 19. Such new railroad corporation may, if legally necessary to perfect such union, procure the assent of all the stockholders of the several corporations to the terms of union, and they may exchange their shares of stock in the former corporation for shares in the new corporation on such terms as have been agreed to by the votes of the corporations as aforesaid. If from any cause such new corporation shall be unable to procure such consent, such corporation or person holding stock may, if legally necessary to perfect such union, apply to the supreme court, have the value of the interest of such stockholder in the corporation, over and above its debts and liabilities, appraised by said court, or referees appointed by it, or by a jury under the direction of said court.

SECT. 20. In like manner, said corporation may, if legally necessary, procure the assent of any bondholder or person holding a lien on the property of the corporation. If from any cause said new corporation is unable to agree with the person holding such bond or other lien, either party may, if legally necessary so to do, apply to the supreme court, have the value of such interest in the property of the corporation appraised in the same manner as provided in section nineteen of this act.

SECT. 21. On the payment or tender of the amount of such appraisal, with interest to the date of such tender or payment, to the party holding such stock, bonds, or lien, the interest of such holder of stock, bonds, or lien shall cease.

SECT. 22. Said corporation may issue new stock or bonds, and sell the same to an amount sufficient to make such payment or tender, and such bonds may be secured by mortgage of its road, if the corporation shall so vote.

SECT. 23. Said corporation may fix the amount of its capital stock, and bring the stock of the uniting corporations to a common basis, but the capital stock of said new corporation shall not exceed the aggregate capital stock of such corporations actually issued and



paid for at par at the time of such union, or that may be issued and paid for at par for the construction of branches or extension, under section fourteen of this act.

SECT. 24. No dividend shall be made by such united corporation to any greater amount in the aggregate than such separate corporations are allowed by law to make at the date of such union.

SECT. 25. Any railroad corporation organized or united under the provisions of this act may issue its bonds for the purpose of constructing, completing, improving, or equipping its road, and for the purpose of liquidating the indebtedness of the corporation to an amount not exceeding its capital stock actually paid in at the date of such issue, and may mortgage its road to secure the same if the corporation shall so vote.

SECT. 26. The directors of railroad corporations shall from time to time establish reasonable rates for the transportation of passengers and freight over their railroads; and when two or more railroads, organized under the laws of this State, are authorized by law to connect in any city or town in this State, each of them shall, at reasonable times and for reasonable compensation, draw over its road the cars, passengers, and freight delivered to it by any railroad which is authorized to enter on and use the same, or which is authorized to use any connecting railroad having such authority; and each of them shall, for a reasonable compensation, provide upon its road convenient and suitable depot accommodations for the passengers and freight of the other corporation passing to, from, and over it. If the corporations cannot agree upon the terms and conditions upon which accommodations shall be furnished for the passengers and freight of the other, or if two corporations operating roads of different gauges cannot agree as to the requisite terminal accommodations, or as to the manner in which passengers and freight shall be transferred from one road to the other and forwarded, the supreme court, upon the petition of either party, and after notice to the other, shall hear the parties, and determine (having reference to the convenience and interest of the corporations and of the public to be accommodated thereby) the terms and conditions upon which such accommodations for passengers and freight, or requisite terminal accommodations and manner of transferring passengers and freight as aforesaid, shall be furnished, and upon the application of either party shall determine all questions between the parties in relation to the transportation of passengers and freight; and the award of said court shall be binding upon the respective corporations for one year, or until said court shall revise and alter the same.

SECT. 27. No railroad corporation shall charge or receive for the

transportation of freight to any station on its road a greater sum than is at the time charged or received for the transportation of the like class and quantity of freight from the same original point of departure to a station at a greater distance on its road in the same direction. Two or more connecting railroads in this State shall not charge or receive for the transportation of freight to any station on the road of either of them a greater sum than is at the time charged or received for transportation of the like class and quantity of freight from the same original point of departure to a station at a greater distance on the road of either of them in the same direction. In the construction of this section, the sum charged or received for the transportation of freight shall include all terminal charges, and the road of a corporation shall include all the road in use by it, whether owned or operated under a contract or lease.

SECT. 28. A railroad corporation which violates any provision of the preceding section, in addition to liability for all damages sustained by reason of such violation, shall be liable for each offence to a penalty of five hundred dollars, to be recovered in an action of tort to his own use by the party aggrieved, or to the use of the State by the attorney-general or the solicitor of the county in which such violation was committed; but no such action shall be maintained unless the same is brought within two years from the date of such violation.

SECT. 29. The Legislature may alter, amend, or repeal this act when the public good may require the same.

SECT. 30. This act shall take effect upon its passage.

[Approved September 14, 1883.]

## CHAPTER 101.

### AN ACT TO ESTABLISH A BOARD OF RAILROAD COMMISSIONERS.

#### SECTION

1. Board of railroad commissioners; appointment, and tenure of office; vacancy; chairman; clerk; eligibility.
2. Salary; office; free transportation; experts and agents; expenses; accountant.
3. Provision for payment of salaries and expenses.

#### SECTION

4. Powers and duties of board; tariff.
5. May institute proceedings against corporations for violating law.
6. May give notice of required repairs, etc.
7. Complaint by cities and towns.
8. Accidents.
9. Corporations to furnish information to the board.

## SECTION

- 10. Legal liability of corporations.
- 11. Examination of books and accounts; publication of statement.
- 12. Special examination.
- 13. Board to have access to lists of stockholders.
- 14. Penalty for refusing to comply with directions of board.

## SECTION

- 15. Witnesses.
- 16. Annual return of corporations; report of board.
- 17. The board of railroad commissioners.
- 18. Takes effect on its passage; repealing clause.

SECTION 1. There shall be a board of railroad commissioners, consisting of three able and competent persons. The Governor, with the advice and consent of the Council, shall, on or before the first day of October, 1883, appoint said board, the first of whom shall be chairman and hold his office for three years, the second for two years, and the third for one year, from said day, and before said day in each year thereafter shall appoint one commissioner to continue in office for three years from said day; and if a vacancy occurs, the Governor shall in the same manner fill it for the residue of the term, and in like manner remove any member of said board and appoint another, when the public good shall require it; *provided*, that there shall not be, at the same time, more than two members of said board of the same political party, and that the person appointed as chairman shall be named as such in his commission. The board shall elect one of its members clerk, who shall keep a full and accurate record of its proceedings, and serve such notices as the board may require. The commissioners shall be sworn before entering upon the discharge of their duties. No person in the employment of or owning stock in a railroad corporation shall be a member of said board. No such member shall personally, or through a partner or agent, render any professional service, or make or perform any business contract with or for a railroad corporation existing under the laws of this State, excepting contracts made with them as common carriers, nor shall he directly or indirectly receive a commission, bonus, discount, present, or reward from any such corporation.

SECT. 2. The annual salary of the chairman of the board shall be twenty-five hundred dollars, that of the member elected clerk twenty-two hundred dollars, and that of the other member two thousand dollars, payable quarterly from the treasury of the State. The board shall be provided with an office in the State-house, or in some other suitable place in the city of Concord, in which its records shall be kept. The members of said board shall have free transportation upon all the railroads in the State during their term of office, and said board may employ and take with it experts or other agents whose services it deems to be temporarily of importance. The board

may expend a sum not exceeding two hundred dollars annually in procuring necessary books, maps, statistics, and stationery, and in defraying expenses incidental and necessary to the discharge of its duties, and may employ an accountant skilled in the methods of railroad accounting, who shall, under its direction, supervise the methods by which the accounts of corporations operating railroads are kept, and may expend a sum not exceeding five hundred dollars annually for that purpose. A statement of such expenditures shall accompany its annual report.

SECT. 3. The annual expenses of the board, including the salaries of its members and the expense of accountant, shall be borne by the several railroad corporations, according to their gross receipts, and shall be apportioned by the board of equalization, who, on or before the first day of July in each year, shall assess upon each of said corporations its just proportion of such expenses, in proportion to its said receipts for the year next preceding that in which the assessment is made, and such assessment shall be collected in the manner provided by law for the collection of taxes upon railroad corporations.

SECT. 4. In addition to the authority, powers, and duties now by law pertaining to the board of railroad commissioners, except so far as the same are changed by this act, the board shall have general supervision of all railroads, examine them, keep itself informed as to their condition, the manner in which they are operated with reference to the security and accommodation of the public, and the compliance of the several corporations with their charters and the laws of the State. It shall be the duty of said board to fix tables of maximum charges for the transportation of passengers and freights upon the several railroads operating within this State, and shall change the same from time to time as in the judgment of said board the public good may require; and said rates shall be binding upon the respective railroads.

SECT. 5. The board, whenever in its judgment any such corporation has violated a law, or neglects in any respect to comply with the terms of the act by which it was created, or with the provisions of any law of the State, or any of the lawful directions of the board, shall give notice thereof in writing to such corporation, and, if the violation or neglect is continued after such notice, shall forthwith present the facts to the attorney-general, who shall take such proceeding thereon as shall insure compliance with the laws. But in case the board shall be of opinion that public good requires, it may institute and prosecute, in the name and behalf of the State of New Hampshire, such proceedings as they may deem expedient.

SECT. 6. The board, whenever it deems that repairs are necessary upon any railroad, or that an addition to its rolling-stock, or an addition to or change of its stations or station-houses, or a change in its rates of fare for transporting freight or passengers, or in the mode of operating its road and conducting its business, is reasonable and expedient in order to promote the security, convenience, and accommodation of the public, shall in writing inform the corporation of the improvements and changes which it considers to be proper, and a report of the proceedings shall be included in the annual report of the board.

SECT. 7. Upon the complaint and application of the mayor and aldermen of a city, or the selectmen of a town, within which a part of any railroad is located, the board shall examine the condition and operation thereof; and if twenty or more legal voters in a city or town, by petition in writing, request the mayor and aldermen or selectmen to make such complaint and application, and they decline so to do, they shall indorse upon the petition the reason of such non-compliance and return it to the petitioners, who may within ten days thereafter present it to the said board; and the board may thereupon proceed to make such examination in the same manner as if called upon by the mayor and aldermen or the selectmen, first giving to the petitioners and to the corporation reasonable notice in writing of the time and place of entering upon the same. If upon such examination it appears to the board that the complaint is well founded, it shall so adjudge, and shall inform the corporation operating such railroad of its adjudication in the same manner as is provided in the preceding section.

SECT. 8. The board shall investigate the causes of any accident on a railroad resulting in the loss of life, and of any accident not so resulting which it may deem to require investigation.

SECT. 9. Every railroad corporation shall at all times, on request, furnish to the board any information required by it concerning the condition, management, and operation of the road of such corporation, and particularly copies of all leases, contracts agreements for transportation with express companies or otherwise to which it is a party, and also with the rates for transporting freight and passengers upon its road and other roads with which its business is connected.

SECT. 10. No request or advice of the board shall impair in any manner the legal duties and obligations of a railroad corporation, or its legal liability for the consequences of its acts or of the neglect or mismanagement of any of its agents or servants.

SECT. 11. The board shall from time to time in each year examine the books and accounts of all corporations operating railroads, to

see that they are kept in a uniform manner and upon the system prescribed by the board. Statements of the doings and financial condition of the several corporations shall be published at such times as the board shall deem expedient.

SECT. 12. On the application in writing of a director, or any person or persons owning one fiftieth part of the paid-in capital stock of a corporation operating a railroad, or owning the bonds or other evidences of indebtedness of such corporation equal in amount to one fiftieth part of its paid-in capital stock, the board shall examine the books and the financial condition of said corporation, and shall cause the result of such examination to be published in one or more daily papers in the city of Concord.

SECT. 13. The board shall at all times have access to the list of stockholders of any corporation operating a railroad, and may at any time cause the same to be copied, in whole or in part, for the information of the board or of persons owning stock in such corporation.

SECT. 14. Any railroad corporation refusing to submit its books to the examination of the board, or to keep its accounts in the method prescribed by the board, or which shall neglect or refuse to comply with the lawful directions of the board, shall forfeit for every such refusal a sum not exceeding one thousand dollars.

SECT. 15. Either member of said board, in all cases investigated by it, may summon witnesses in behalf of the State, and may administer oaths and take testimony. The fees of such witnesses for travel and attendance shall be the same as for witnesses before the supreme court, and shall be paid from the treasury of the State, and a certificate of the board thereof shall be filed with the state treasurer; and any justice of the supreme court, either in term time or vacation, upon application of the board, shall compel the attendance of such witnesses and the giving of testimony before the board in the same manner and to the same extent as before said court.

SECT. 16. The board shall prescribe the form for the annual returns required to be made by railroad corporations, and may from time to time make changes and additions in such form, giving to the corporations one year's notice of any such changes or additions as require an alteration in the method or form of keeping their accounts, and shall, on or before the fifteenth day of September in each year, furnish blank forms of such returns; and said corporations shall, on or before the first day of January in each year, make returns to said board, subscribed and sworn to by the president, treasurer, and superintendent of each. When a return is defective, or appears to be erroneous, the board shall notify the corporation to amend the same within fifteen days. The board shall prepare such

tables and abstracts as it deems expedient of all the returns, and make an annual report of its doings, including all such statements, facts, and explanations as will disclose the actual working of the system of railroad transportation in its bearing upon the business and prosperity of the State, and such suggestions as to its general railroad policy, or any part thereof, or the condition, affairs, or conduct of any railroad corporation, as may seem to it appropriate, which shall be transmitted to the secretary of state on or before the first Wednesday in June in each year, to be laid before the General Court at its biennial sessions.

SECT. 17. On and after this act takes effect, the board of railroad commissioners established by it shall be the railroad commissioners of the State, and shall be taken for and deemed to be the railroad commissioners named in the laws of the State.

SECT. 18. This act shall take effect upon its passage, and sections 1, 2, 3, and 4 of chapter 157 of the General Laws, and all acts and parts of acts inconsistent with the provisions of this act, are hereby repealed.

[Approved September 14, 1883.]

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## LAWS OF JUNE SESSION, 1885.

### CHAPTER 34.

AN ACT IN AMENDMENT OF SECTION 3 OF CHAPTER 101 OF THE LAWS OF 1883, RELATING TO PROVISIONS FOR PAYMENT OF SALARIES AND EXPENSES OF RAILROAD COMMISSIONERS.

#### SECTION

1. Time of apportioning expenses, etc., changed.

#### SECTION

2. Repealing clause, takes effect, when.

SECTION 1. That section 3 of chapter 101 of the laws of 1883 be amended by striking out therefrom the words "on or before the first day of July in each year," and by inserting in the place thereof the words "each year, at the time they assess the taxes upon the railroads," so that said section after being so amended shall read: "The annual expenses of the board, including the salaries of its members and the expense of accountant, shall be borne by the several railroad corporations according to their gross receipts, and

shall be apportioned by the board of equalization, who each year, at the time they assess the taxes upon the railroads, shall assess upon each of said corporations its just proportion of such expenses in proportion to its said receipts for the year next preceding that in which the assessment is made; and such assessment shall be collected in the manner provided by law for the collection of taxes upon railroad corporations."

SECT. 2. All acts or parts of acts inconsistent with this act are hereby repealed. This act shall take effect upon its passage.

[Approved August 12, 1885.]

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## CHAPTER 63.

AN ACT TO PROVIDE FOR THE SPEEDY DELIVERY OF FREIGHTS, AND TO REGULATE THE LIABILITY OF RAILROAD CORPORATIONS IN CERTAIN CASES.

SECTION 1. Consignee to remove goods or pay for use of cars.

SECTION 1. That any railroad corporation having transported any lumber, wood, coal, stone, brick, iron, sand, machinery, grain, or other bulky or heavy freight, which is usually delivered to and unloaded by the consignee from the cars, may, after the arrival of such freight at the place of its destination, provided said goods are in good condition, notify the consignee in writing to receive and remove the same, and after five days from the time of such notice may charge a reasonable sum for the use and detention of the cars containing the same.

[Approved August 25, 1885.]

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## CHAPTER 96.

AN ACT FOR THE BETTER PROTECTION OF LIFE AND PROPERTY.

SECTION 1. Penalty for illegal carriage and use of explosive compounds.

SECTION 1. No person shall transport or have in his possession for the purpose of transporting in any public conveyance, nor shall



any person leave, deposit, or have in his possession in any dwelling-house, shop, or manufactory, dynamite, giant powder, nitro-glycerine, or any explosive compound of which nitro-glycerine forms a part. Any violation of this act shall be punished by a fine of not more than five hundred dollars nor less than one hundred dollars.

[Approved August 29, 1885.]

## CHAPTER 98.

### AN ACT RELATING TO RAILROAD CROSSINGS, AND THE DUTIES OF RAILROAD COMMISSIONERS IN CERTAIN CASES.

#### SECTION

1. Warning signs.
2. Their construction.
3. When not required.
4. Whistling and bell-ringing.
5. Grade crossings.

#### SECTION

6. Highway crossings.
7. Same subject.
8. Same subject.
9. Repealing clause; takes effect, when.

SECTION 1. Every railroad corporation shall maintain warning signs at every railroad crossing at grade, except as hereinafter provided.

SECT. 2. Such warning signs shall be constructed upon a uniform pattern, to be determined by the railroad commissioners; but warning signs already in existence and legible shall not be required to be of the established pattern, except as they are renewed.

SECT. 3. No warning signs shall be required to be placed at a crossing where gates or a flagman is employed.

SECT. 4. When a locomotive approaches within eighty rods of a crossing over a highway at grade, the whistle shall be sounded by two long and two short whistles, and the bell shall be rung until the locomotive passes the crossing; *provided*, that no whistle need be sounded in cities and villages where upon petition and complaint the board of railroad commissioners shall decide that it is not necessary.

SECT. 5. No railroad shall be constructed across another railroad at grade without the consent in writing of the board of railroad commissioners.

SECT. 6. When a railroad is hereafter laid out across a highway or other way it shall be constructed so as not to unreasonably obstruct the same, and unless the railroad commissioners authorize a crossing at grade, it shall be constructed so as to pass either over or

under the highway or other way; and whenever any railroad now existing, or hereafter constructed, crosses any highway or other way at grade, if such highway or other way is so situated that in the ordinary running of trains it is impossible to avoid a detention longer than two minutes, the railroad commissioners, upon petition, after hearing all persons interested therein, may prescribe and establish such regulations and restrictions relating to the time of obstructing such highway or other way, by placing or running engines, cars, or trains thereon, as in their judgment are proper for the protection of the public; *provided*, that in no case shall such obstruction exceed five minutes; and an appeal from all decisions of the board of railroad commissioners under this act shall be had to the supreme court of the State.

SECT. 7. A railroad corporation may raise or lower a highway or other way for the purpose of having its road pass over or under the same; but before proceeding to bridge or excavate for the purpose of crossing the same, the railroad commissioners shall be notified, and the board shall give opportunity for any parties to appear and be heard before giving its written consent to the proposed change in the manner of crossing.

SECT. 8. A railroad corporation may alter the course of a highway or other way for the purpose of facilitating the crossing of the same by its road, or of permitting its road to pass at the side thereof without crossing, upon obtaining the written consent of the railroad commissioners; but such consent shall not be given until all parties in interest shall have been duly notified and heard.

SECT. 9. All acts and parts of acts inconsistent with this act are hereby repealed, and this act shall take effect upon its passage.

[Approved August 29, 1885.]

# THE INTERSTATE COMMERCE ACT

PASSED BY THE FORTY-NINTH CONGRESS.

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The provisions of this act shall apply to any common carrier or carriers engaged in the transportation of passengers or property wholly by railroad, or partly by railroad and partly by water when both are used, under a common control, management, or arrangement, for a continuous carriage or shipment from one State or Territory of the United States, or the District of Columbia, to any other State or Territory of the United States, or the District of Columbia, or from any place in the United States to an adjacent foreign country or from any place in the United States through a foreign country to any other place in the United States, and also to the transportation in like manner of property shipped from any place in the United States to a foreign country and carried from such place to a port of transshipment, or shipped from a foreign country to any place in the United States and carried to such place from a port of entry either in the United States or an adjacent foreign country: *Provided, however,* That the provisions of this act shall not apply to the transportation of passengers or property, or to the receiving, delivering, storage, or handling of property, wholly within one State, and not shipped to or from a foreign country, from or to any State or Territory as aforesaid.

The term "railroad" as used in this act shall include all bridges and ferries used or operated in connection with any railroad, and also all the road in use by any corporation operating a railroad, whether owned or operated under a contract, agreement, or lease; and the term "transportation" shall include all instrumentalities of shipment or carriage.

All charges made for any service rendered or to be rendered in the transportation of passengers or property as aforesaid, or in con-

nection therewith, or for the receiving, delivering, storage, or handling of such property, shall be reasonable and just; and every unjust and unreasonable charge for such service is prohibited and declared to be unlawful.

SECT. 2. That if any common carrier subject to the provisions of this act shall, directly or indirectly, by any special rate, rebate, drawback, or other device, charge, demand, collect, or receive from any person or persons a greater or less compensation for any service rendered, or to be rendered, in the transportation of passengers or property, subject to the provisions of this act, than it charges, demands, collects, or receives from any other person or persons for doing for him or them a like and contemporaneous service in the transportation of a like kind of traffic under substantially similar circumstances and conditions, such common carrier shall be deemed guilty of unjust discrimination, which is hereby prohibited and declared to be unlawful.

SECT. 3. That it shall be unlawful for any common carrier subject to the provisions of this act to make or give any undue or unreasonable preference or advantage to any particular person, company, firm, corporation, or locality, or any particular description of traffic, in any respect whatsoever, or to subject any particular person, company, firm, corporation, or locality, or any particular description of traffic, to any undue or unreasonable prejudice or disadvantage in any respect whatsoever.

Every common carrier subject to the provisions of this act shall, according to their respective powers, afford all reasonable, proper, and equal facilities for the interchange of traffic between their respective lines, and for the receiving, forwarding, and delivering of passengers and property to and from their several lines and those connecting therewith, and shall not discriminate in their rates and charges between such connecting lines; but this shall not be construed as requiring any such common carrier to give the use of its tracks or terminal facilities to another carrier engaged in like business.

SECT. 4. That it shall be unlawful for any common carrier subject to the provisions of this act to charge or receive any greater compensation in the aggregate for the transportation of passengers or of like kind of property, under substantially similar circumstances and conditions, for a shorter than for a longer distance over the same line, in the same direction, the shorter being included within the longer distance; but this shall not be construed as authorizing any common carrier within the terms of this act to charge and receive as great compensation for a shorter as for a longer distance:

*Provided, however,* That upon application to the commission appointed under the provisions of this act, such common carrier may, in special cases, after investigation by the commission, be authorized to charge less for longer than for shorter distances for the transportation of passengers or property; and the commission may from time to time prescribe the extent to which such designated common carrier may be relieved from the operation of this section of this act.

SECT. 5. That it shall be unlawful for any common carrier subject to the provisions of this act to enter into any contract, agreement, or combination with any other common carrier or carriers for the pooling of freights of different and competing railroads, or to divide between them the aggregate or net proceeds of the earnings of such railroads, or any portion thereof; and in any case of an agreement for the pooling of freights as aforesaid, each day of its continuance shall be deemed a separate offence.

SECT. 6. That every common carrier subject to the provisions of this act shall print and keep for public inspection schedules showing the rates and fares and charges for the transportation of passengers and property which any such common carrier has established and which are in force at the time upon its railroad, as defined by the first section of this act. The schedules printed as aforesaid by any such common carrier shall plainly state the places upon its railroad between which property and passengers will be carried, and shall contain the classification of freight in force upon such railroad, and shall also state separately the terminal charges and any rules or regulations which in any wise change, affect, or determine any part of the aggregate of such aforesaid rates and fares and charges. Such schedules shall be plainly printed in large type, of at least the size of ordinary pica, and copies for the use of the public shall be kept in every depot or station upon any such railroad, in such places and in such form that they can be conveniently inspected.

Any common carrier subject to the provisions of this act receiving freight in the United States to be carried through a foreign country to any place in the United States shall also in like manner print and keep for public inspection, at every depot where such freight is received for shipment, schedules showing the through rates established and charged by such common carrier to all points in the United States beyond the foreign country to which it accepts freight for shipment; and any freight shipped from the United States through a foreign country into the United States, the through rate on which shall not have been made public as required by this act, shall, before it is admitted into the United States from said foreign

country, be subject to customs duties as if said freight were of foreign production; and any law in conflict with this section is hereby repealed.

No advance shall be made in the rates, fares, and charges which have been established and published as aforesaid by any common carrier in compliance with the requirements of this section, except after ten days' public notice, which shall plainly state the changes proposed to be made in the schedule then in force, and the time when the increased rates, fares, or charges will go into effect; and the proposed changes shall be shown by printing new schedules, or shall be plainly indicated upon the schedules in force at the time and kept for public inspection. Reductions in such published rates, fares, or charges may be made without previous public notice; but whenever any such reduction is made, notice of the same shall immediately be publicly posted, and the changes made shall immediately be made public by printing new schedules, or shall immediately be plainly indicated upon the schedules at the time in force and kept for public inspection.

And when any such common carrier shall have established and published its rates, fares, and charges, in compliance with the provisions of this section, it shall be unlawful for such common carrier to charge, demand, collect, or receive from any person or persons a greater or less compensation for the transportation of passengers or property, or for any services in connection therewith, than is specified in such published schedule of rates, fares, and charges as may at the time be in force.

Every common carrier subject to the provisions of this act shall file with the commission hereinafter provided for copies of its schedules of rates, fares, and charges which have been established and published in compliance with the requirements of this section, and shall promptly notify said commission of all changes made in the same. Every such common carrier shall also file with said commission copies of all contracts, agreements, or arrangements with other common carriers in relation to any traffic affected by the provisions of this act to which it may be a party. And in cases where passengers and freight pass over continuous lines or routes operated by more than one common carrier, and the several common carriers operating such lines or routes establish joint tariffs of rates or fares or charges for such continuous lines or routes, copies of such joint tariffs shall also, in like manner, be filed with said commission. Such joint rates, fares, and charges on such continuous lines so filed as aforesaid shall be made public by such common carriers when directed by said commission, in so far as may, in the judgment of

the commission, be deemed practicable; and said commission shall from time to time prescribe the measure of publicity which shall be given to such rates, fares, and charges, or to such part of them as it may deem it practicable for such common carriers to publish, and the places in which they shall be published; but no common carrier party to any such joint tariff shall be liable for the failure of any other common carrier party thereto to observe and adhere to the rates, fares, or charges thus made and published.

If any such common carrier shall neglect or refuse to file or publish its schedules or tariffs of rates, fares, and charges as provided in this section or any part of the same, such common carrier shall, in addition to other penalties herein prescribed, be subject to a writ of mandamus, to be issued by any circuit court of the United States in the judicial district wherein the principal office of said common carrier is situated or wherein such offence may be committed, and if such common carrier be a foreign corporation, in the judicial circuit wherein such common carrier accepts traffic and has an agent to perform such service, to compel compliance with the aforesaid provisions of this section; and such writ shall issue in the name of the people of the United States, at the relation of the commissioners appointed under the provisions of this act; and failure to comply with its requirements shall be punishable as and for a contempt; and the said commissioners, as complainants, may also apply, in any such circuit court of the United States, for a writ of injunction against such common carrier, to restrain such common carrier from receiving or transporting property among the several States and Territories of the United States, or between the United States and adjacent foreign countries, or between ports of transshipment and of entry and the several States and Territories of the United States, as mentioned in the first section of this act, until such common carrier shall have complied with the aforesaid provisions of this section of this act.

SECT. 7. That it shall be unlawful for any common carrier subject to the provisions of this act to enter into any combination, contract, or agreement, expressed or implied, to prevent, by change of time schedule, carriage in different cars, or by other means or devices, the carriage of freights from being continuous from the place of shipment to the place of destination; and no break of bulk, stoppage, or interruption made by such common carrier shall prevent the carriage of freights from being and being treated as one continuous carriage from the place of shipment to the place of destination, unless such break, stoppage, or interruption was made in good faith for some necessary purpose, and without any intent to avoid or unneces-

sarily interrupt such continuous carriage or to evade any of the provisions of this act.

SECT. 8. That in case any common carrier subject to the provisions of this act shall do, cause to be done, or permit to be done any act, matter, or thing in this act prohibited or declared to be unlawful, or shall omit to do any act, matter, or thing in this act required to be done, such common carrier shall be liable to the person or persons injured thereby for the full amount of damages sustained in consequence of any such violation of the provisions of this act, together with a reasonable counsel or attorney's fee, to be fixed by the court in every case of recovery, which attorney's fee shall be taxed and collected as part of the costs in the case.

SECT. 9. That any person or persons claiming to be damaged by any common carrier subject to the provisions of this act may either make complaint to the commission as hereinafter provided for, or may bring suit in his or their own behalf for the recovery of the damages for which such common carrier may be liable under the provisions of this act, in any district or circuit court of the United States of competent jurisdiction; but such person or persons shall not have the right to pursue both of said remedies, and must in each case elect which one of the two methods of procedure herein provided for he or they will adopt. In any such action brought for the recovery of damages the court before which the same shall be pending may compel any director, officer, receiver, trustee, or agent of the corporation or company defendant in such suit to attend, appear, and testify in such case, and may compel the production of the books and papers of such corporation or company party to any such suit; the claim that any such testimony or evidence may tend to criminate the person giving such evidence shall not excuse such witness from testifying, but such evidence or testimony shall not be used against such person on the trial of any criminal proceeding.

SECT. 10. That any common carrier subject to the provisions of this act, or, whenever such common carrier is a corporation, any director or officer thereof, or any receiver, trustee, lessee, agent, or person acting for or employed by such corporation, who, alone or with any other corporation, company, person, or party, shall willfully do or cause to be done, or shall willingly suffer or permit to be done, any act, matter, or thing in this act prohibited or declared to be unlawful, or who shall aid or abet therein, or shall willfully omit or fail to do any act, matter, or thing in this act required to be done, or shall cause or willingly suffer or permit any act, matter, or thing so directed or required by this act to be done not to be so done, or shall aid or abet any such omission or failure, or shall be guilty of



any infraction of this act, or shall aid or abet therein, shall be deemed guilty of a misdemeanor, and shall, upon conviction thereof in any district court of the United States within the jurisdiction of which such offence was committed, be subject to a fine of not to exceed five thousand dollars for each offence.

SECT. 11. That a commission is hereby created and established, to be known as the Interstate Commerce Commission, which shall be composed of five commissioners, who shall be appointed by the President, by and with the advice and consent of the Senate. The commissioners first appointed under this act shall continue in office for the term of two, three, four, five, and six years, respectively, from the first day of January, anno Domini eighteen hundred and eighty-seven, the term of each to be designated by the President; but their successors shall be appointed for terms of six years, except that any person chosen to fill a vacancy shall be appointed only for the unexpired time of the commissioner whom he shall succeed. Any commissioner may be removed by the President for inefficiency, neglect of duty, or malfeasance in office. Not more than three of the commissioners shall be appointed from the same political party. No person in the employ of or holding any official relation to any common carrier subject to the provisions of this act, or owning stock or bonds thereof, or who is in any manner pecuniarily interested therein, shall enter upon the duties of or hold such office. Said commissioners shall not engage in any other business, vocation, or employment. No vacancy in the commission shall impair the right of the remaining commissioners to exercise all the powers of the commission.

SECT. 12. That the commission hereby created shall have authority to inquire into the management of the business of all common carriers subject to the provisions of this act, and shall keep itself informed as to the manner and method in which the same is conducted, and shall have the right to obtain from such common carriers full and complete information necessary to enable the commission to perform the duties and carry out the objects for which it was created; and for the purposes of this act the commission shall have power to require the attendance and testimony of witnesses and the production of all books, papers, tariffs, contracts, agreements, and documents relating to any matter under investigation, and to that end may invoke the aid of any court of the United States in requiring the attendance and testimony of witnesses and the production of books, papers, and documents under the provisions of this section.

And any of the circuit courts of the United States within the jurisdiction of which such inquiry is carried on may, in case of contumacy

or refusal to obey a subpoena issued to any common carrier subject to the provisions of this act, or other person, issue an order requiring such common carrier or other person to appear before said commission (and produce books and papers if so ordered) and give evidence touching the matter in question; and any failure to obey such order of the court may be punished by such court as a contempt thereof. The claim that any such testimony or evidence may tend to criminate the person giving such evidence shall not excuse such witness from testifying; but such evidence or testimony shall not be used against such person on the trial of any criminal proceeding.

SECT. 13. That any person, firm, corporation, or association, or any mercantile, agricultural, or manufacturing society, or any body politic or municipal organization complaining of anything done or omitted to be done by any common carrier subject to the provisions of this act in contravention of the provisions thereof, may apply to said commission by petition, which shall briefly state the facts; whereupon a statement of the charges thus made shall be forwarded by the commission to such common carrier, who shall be called upon to satisfy the complaint or to answer the same in writing within a reasonable time, to be specified by the commission. If such common carrier, within the time specified, shall make reparation for the injury alleged to have been done, said carrier shall be relieved of liability to the complainant only for the particular violation of law thus complained of. If such carrier shall not satisfy the complaint within the time specified, or there shall appear to be any reasonable ground for investigating said complaint, it shall be the duty of the commission to investigate the matters complained of in such manner and by such means as it shall deem proper.

Said commission shall in like manner investigate any complaint forwarded by the railroad commissioner or railroad commission of any State or Territory at the request of such commissioner or commission, and may institute any inquiry on its own motion in the same manner and to the same effect as though complaint had been made.

No complaint shall at any time be dismissed because of the absence of direct damage to the complainant.

SECT. 14. That whenever an investigation shall be made by said commission it shall be its duty to make a report in writing in respect thereto, which shall include the findings of fact upon which the conclusions of the commission are based, together with its recommendation or what reparation, if any, should be made by the common carrier to any party or parties who may be found to have been injured; and such findings so made shall thereafter in all judi-

cial proceedings be deemed *prima-facie* evidence as to each and every fact found.

All reports of investigations made by the commission shall be entered of record, and a copy thereof shall be furnished to the party who may have complained and to any common carrier that may have been complained of.

SECT. 15. That if in any case in which an investigation shall be made by said commission it shall be made to appear to the satisfaction of the commission, either by the testimony of witnesses or other evidence, that anything has been done or omitted to be done in violation of the provisions of this act, or of any law cognizable by said commission, by any common carrier, or that any injury or damage has been sustained by the party or parties complaining, or by other parties aggrieved in consequence of any such violation, it shall be the duty of the commission to forthwith cause a copy of its report in respect thereto to be delivered to such common carrier, together with a notice to said common carrier to cease and desist from such violation, or to make reparation for the injury so found to have been done, or both, within a reasonable time, to be specified by the commission; and if, within the time specified, it shall be made to appear to the commission that such common carrier has ceased from such violation of law, and has made reparation for the injury found to have been done, in compliance with the report and notice of the commission, or to the satisfaction of the party complaining, a statement to that effect shall be entered of record by the commission, and the said common carrier shall thereupon be relieved from further liability or penalty for such particular violation of law.

SECT. 16. That whenever any common carrier, as defined in and subject to the provisions of this act, shall violate or refuse or neglect to obey any lawful order or requirement of the commission in this act named, it shall be the duty of the commission, and lawful for any company or person interested in such order or requirement, to apply, in a summary way, by petition, to the circuit court of the United States sitting in equity in the judicial district in which the common carrier complained of has its principal office, or in which the violation or disobedience of such order or requirement shall happen, alleging such violation or disobedience, as the case may be; and the said court shall have power to hear and determine the matter on such short notice to the common carrier complained of, as the court shall deem reasonable; and such notice may be served on such common carrier, his or its officers, agents, or servants, in such

manner as the court shall direct; and said court shall proceed to hear and determine the matter speedily as a court of equity, and without the formal pleadings and proceedings applicable to ordinary suits in equity, but in such manner as to do justice in the premises; and to this end such court shall have power, if it think fit, to direct and prosecute, in such mode and by such persons as it may appoint, all such inquiries as the court may think needful to enable it to form a just judgment in the matter of such petition; and on such hearing the report of said commission shall be *prima-facie* evidence of the matters therein stated; and if it be made to appear to such court on such hearing or on report of any such person or persons that the lawful order or requirement of said commission drawn in question has been violated or disobeyed, it shall be lawful for such court to issue a writ of injunction or other proper process, mandatory or otherwise, to restrain such common carrier from further continuing such violation or disobedience of such order or requirement of said commission, and enjoining obedience to the same; and in case of any disobedience of any such writ of injunction or other proper process, mandatory or otherwise, it shall be lawful for such court to issue writs of attachment, or any other process of said court incident or applicable to writs of injunction or other proper process, mandatory or otherwise, against such common carrier, and, if a corporation, against one or more of the directors, officers, or agents of the same, or against any owner, lessee, trustee, receiver, or other person failing to obey such writ of injunction or other proper process, mandatory or otherwise; and said court may, if it shall think fit, make an order directing such common carrier or other person so disobeying such writ of injunction or other proper process, mandatory or otherwise, to pay such sum of money, not exceeding for each carrier or person in default the sum of \$500, for every day after a day to be named in the order that such carrier or other person shall fail to obey such injunction or other proper process, mandatory or otherwise; and such moneys shall be payable, as the court shall direct, either to the party complaining, or into court to abide the ultimate decision of the court, or into the treasury; and payment thereof may, without prejudice to any other mode of recovering the same, be enforced by attachment or order in the nature of a writ of execution, in like manner as if the same had been recovered by a final decree *in personam* in such court. When the subject in dispute shall be of the value of two thousand dollars or more, either party to such proceeding before said court may appeal to the Supreme Court of the United States, under the same regulations now provided by law in respect of security for such appeal; but

such appeal shall not operate to stay or supersede the order of the court or the execution of any writ or process thereon; and such court may, in every such matter, order the payment of such costs and counsel fees as shall be deemed reasonable. Whenever any such petition shall be filed or presented by the commission it shall be the duty of the district attorney, under the direction of the attorney-general of the United States, to prosecute the same; and the costs and expenses of such prosecution shall be paid out of the appropriation for the expenses of the courts of the United States. For the purposes of this act, excepting its penal provisions, the circuit courts of the United States shall be deemed to be always in session.

SECT. 17. That the commission may conduct its proceedings in such manner as will best conduce to the proper dispatch of business and to the ends of justice. A majority of the commission shall constitute a quorum for the transaction of business, but no commissioner shall participate in any hearing or proceeding in which he has any pecuniary interest. Said commission may, from time to time, make or amend such general rules or orders as may be requisite for the order and regulation of proceedings before it, including forms of notices and the service thereof, which shall conform, as nearly as may be, to those in use in the courts of the United States. Any party may appear before said commission and be heard in person or by attorney. Every vote and official act of the commission shall be entered of record, and its proceedings shall be public upon the request of either party interested. Said commission shall have an official seal, which shall be judicially noticed. Either of the members of the commission may administer oaths and affirmations.

SECT. 18. That each commissioner shall receive an annual salary of seven thousand five hundred dollars, payable in the same manner as the salaries of judges of the courts of the United States. The commission shall appoint a secretary, who shall receive an annual salary of three thousand five hundred dollars, payable in like manner. The commission shall have authority to employ and fix the compensation of such other employés as it may find necessary to the proper performance of its duties, subject to the approval of the secretary of the interior.

The commission shall be furnished by the secretary of the interior with suitable offices and all necessary office supplies. Witnesses summoned before the commission shall be paid the same fees and mileage that are paid witnesses in the courts of the United States.

All of the expenses of the commission, including all necessary expenses for transportation incurred by the commissioners, or by their

employés under their orders, in making any investigation in any other places than in the city of Washington, shall be allowed and paid, on the presentation of itemized vouchers therefor approved by the chairman of the commission and the secretary of the interior.

SECT. 19. That the principal office of the commission shall be in the city of Washington, where its general sessions shall be held; but whenever the convenience of the public or of the parties may be promoted or delay or expense prevented thereby, the commission may hold special sessions in any part of the United States. It may, by one or more of the commissioners, prosecute any inquiry necessary to its duties, in any part of the United States, into any matter or question of fact pertaining to the business of any common carrier subject to the provisions of this act.

SECT. 20. That the commission is hereby authorized to require annual reports from all common carriers subject to the provisions of this act, to fix the time and prescribe the manner in which such reports shall be made, and to require from such carriers specific answers to all questions upon which the commission may need information. Such annual reports shall show in detail the amount of capital stock issued, the amounts paid therefor, and the manner of payment for the same; the dividends paid, the surplus fund, if any, and the number of stockholders; the funded and floating debts and the interest paid thereon; the cost and value of the carrier's property, franchises, and equipment; the number of employés and the salaries paid each class; the amounts expended for improvements each year, how expended, and the character of such improvements; the earnings and receipts from each branch of business and from all sources; the operating and other expenses; the balances of profit and loss; and a complete exhibit of the financial operations of the carrier each year, including an annual balance-sheet. Such reports shall also contain such information in relation to rates or regulations concerning fares or freights, or agreements, arrangements, or contracts with other common carriers as the commission may require; and the said commission may, within its discretion, for the purpose of enabling it the better to carry out the purposes of this act, prescribe (if in the opinion of the commission it is practicable to prescribe such uniformity and methods of keeping accounts) a period of time within which all common carriers subject to the provisions of this act shall have, as near as may be, a uniform system of accounts, and the manner in which such accounts shall be kept.

SECT. 21. That the commission shall, on or before the first day of December in each year, make a report to the secretary of the interior, which shall be by him transmitted to Congress, and copies of

which shall be distributed as are the other reports issued from the interior department. This report shall contain such information and data collected by the commission as may be considered of value in the determination of questions connected with the regulation of commerce, together with such recommendations as to additional legislation relating thereto as the commission may deem necessary.

SECT. 22. That nothing in this act shall apply to the carriage, storage, or handling of property free or at reduced rates for the United States, state or municipal governments, or for charitable purposes, or to or from fairs and expositions for exhibition thereat, or the issuance of mileage, excursion, or commutation passenger tickets; nothing in this act shall be construed to prohibit any common carrier from giving reduced rates to ministers of religion; nothing in this act shall be construed to prevent railroads from giving free carriage to their own officers and employes, or to prevent the principal officers of any railroad company or companies from exchanging passes or tickets with other railroad companies for their officers and employes; and nothing in this act contained shall in any way abridge or alter the remedies now existing at common law or by statute, but the provisions of this act are in addition to such remedies: *Provided*, That no pending litigation shall in any way be affected by this act.

SECT. 23. That the sum of one hundred thousand dollars is hereby appropriated for the use and purposes of this act for the fiscal year ending June thirtieth, anno Domini eighteen hundred and eighty-eight, and the intervening time anterior thereto.

SECT. 24. That the provisions of sections eleven and eighteen of this act, relating to the appointment and organization of the commission herein provided for, shall take effect immediately, and the remaining provisions of this act shall take effect sixty days after its passage.





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may build branch . . . . . 1869 — 61 : 397	1883	73	621
time extended . . . . .	1879	71	254

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<i>Boston &amp; Maine :</i>			
incorporated . . . . .	1835	31	38
may change location . . . . .	1838	33	250
consolidation with other railroads . . . . .	1841	35	30
"        B. & M. Extension . . . . .	1845	37	193
<i>Boston &amp; Ontario :</i>			
incorporated . . . . .	1832	29	215
<i>Brookline :</i>			
incorporated . . . . .	1871	63	335
<i>Centre Harbor &amp; Conway Horse :</i>			
incorporated . . . . .	1865	57	345
<i>Cheshire :</i>			
incorporated . . . . .	1844	36	536
united with Winchendon R. R. . . . .	1845	37	139
route changed . . . . .	1847	39	7
arrangement with Ct. R. R. R. . . . .	1848	40	161
headquarters, Keene . . . . .	1850	42	103
mortgage bonds . . . . .	1859	51	183
may subscribe for certain stock . . . . .	1868	60	195
may construct branch . . . . .	1871	63	287
<i>Claremont :</i>			
incorporated . . . . .	1854	46	223
<i>Claremont &amp; White River Junction :</i>			
incorporated . . . . .	1872	39	399
charter amended . . . . .	1881	72	473
<i>Cocheco :</i>			
incorporated . . . . .	1847	39	399
mortgage bonds . . . . . 1851 — 43 : 102	1855	47	385
<i>Colebrook :</i>			
incorporated . . . . .	1844	36	514
<i>Concord :</i>			
incorporated . . . . .	1835	31	1
time extended . . . . .	1839	34	147
relieved . . . . .	1840	34	438
charter amended . . . . .	1843	36	115
side track extended . . . . .	1881	72	359
<i>Concord &amp; Claremont :</i>			
incorporated . . . . .	1848	40	65
headquarters, Concord, etc. . . . .	1850	42	82
mortgage bonds . . . . . 1850 — 42 : 112	1851	43	97
"        N. R. R. may guarantee . . . . .	1875	67	178
with N. H. Central forms Merrim. & Ct. River R. R. . . . .	1852	44	125
may build branch to quarries . . . . .	1881	72	413
union with Northern R. R. . . . .	1881	72	421
<i>Concord &amp; Lebanon :</i>			
incorporated . . . . .	1837	33	165
<i>Concord &amp; Portsmouth :</i>			
incorporated . . . . .	1855	47	367

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<i>Concord &amp; Portsmouth, — continued :</i>			
corporators added, etc. . . . .	1856	48	281
lease of Manchester & Candia R. R. . . . .	1859	51	189
extended to tide-water . . . . .	1859	51	193
“ Spring Hill . . . . .	1867	59	481
location changed . . . . .	1861	53	187
branch to Epping camp-meeting grounds . . . . .	1881	72	387
<i>Concord &amp; Rochester:</i>			
incorporated . . . . .	1869	61	401
charter amended . . . . .	1870	62	401
lease authorized, etc. . . . .	1871	63	295
time of construction extended 1874—66 : 49	1879	71	248
<i>Concord Granite &amp; Railway Co.:</i>			
incorporated . . . . .	1836	32	435
<i>Concord Horse:</i>			
incorporated . . . . .	1873	70	118
<i>Connecticut River :</i>			
incorporated . . . . .	1848	40	52
arrangement with Cheshire R. R. . . . .	1848	40	161
time of construction extended . . . . .	1849	41	16
lease of Ashuelot R. R. . . . .	1850	42	105
<i>Connecticut River &amp; Montreal:</i>			
incorporated . . . . .	1848	40	159
<i>Contoocook River:</i>			
incorporated . . . . .	1856	48	305
charter amended . . . . . 1858—50 : 261	1858	50	263
<i>Contoocook Valley:</i>			
incorporated . . . . .	1848	40	51
mortgage bonds . . . . . 1851—43 : 95	1856	48	291
<i>Conway &amp; Meredith:</i>			
incorporated . . . . .	1847	39	359
charter revived . . . . .	1871	63	303
<i>Coos:</i>			
incorporated . . . . .	1864	56	81
to aid road from Littleton . . . . .	1867	59	557
<i>Dover Horse:</i>			
incorporated . . . . .	1881	72	627
<i>Dover &amp; Barrington:</i>			
incorporated . . . . .	1883	73	561
<i>Dover &amp; Winnepisseogee:</i>			
incorporated . . . . . 1839—34 : 85	1862	54	303
consolidated with B. & M. R. R. . . . .	1841	35	38
extension to Portsmouth . . . . .	1863	55	177
<i>East Wilton &amp; Groton:</i>			
incorporated . . . . .	1846	38	77
charter amended . . . . .	1848	40	26
<i>Eastern (in N. H.):</i>			
incorporated . . . . .	1836	32	79
charter extended . . . . .	1839	34	105

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<i>Eastern (in N. H.),—continued:</i>			
location changed . . . . .	1839	34	265
may unite with P. S. & P. R. R. . . . .	1841	35	30
united with the E. R. R. in Mass., forming the E. R. R. . . . . 1863—55:181	1867	59	369
capital stock increased . . . . .	1870	62	405
stockholders' voting . . . . .	1876	68	431
charter amended . . . . .	1878	70	129
<i>Essex Extension:</i>			
incorporated . . . . .	1839	40	163
<i>Exeter Horse:</i>			
incorporated . . . . .	1870	62	429
<i>Exeter Railway:</i>			
incorporated . . . . .	1868	60	183
united with Salisbury [Mass.] Ry. . . . .	1869	61	409
<i>Exeter &amp; Salisbury Railway:</i>			
incorporated (see Exeter Railway) . . . . .	1869	61	409
connected with Concord & Portsmouth R. R. . . . .	1870	62	381
mortgage bonds . . . . .	1874	66	253
<i>Farmington &amp; Rochester:</i>			
incorporated . . . . .	1877	69	287
time extended . . . . . 1879—71:260	1883	73	559
<i>Fitchburg:</i>			
commission on discontinuing part at Mason . . . . .	1868	60	215
<i>Fitchburg, Keene &amp; Connecticut River:</i>			
incorporated . . . . .	1844	36	269
<i>Franklin Horse:</i>			
incorporated . . . . .	1883	73	661
<i>Franklin &amp; Bristol:</i>			
incorporated . . . . .	1846	38	83
charter amended . . . . .	1848	40	26
union with Northern R. R. . . . .	1848	40	169
<i>Franklin &amp; Portland:</i>			
incorporated . . . . .	1868	60	219
<i>Goffstown &amp; Manchester:</i>			
incorporated . . . . .	1847	39	387
<i>Grafton:</i>			
incorporated . . . . .	1847	39	375
<i>Great Falls &amp; Conway:</i>			
incorporated . . . . .	1844	36	233
location changed . . . . .	1845	37	167
charter extended . . . . .	1847	39	367
. . . . . 1848—40:170	1860	52	235
connection with Gt. Falls & S. B. Branch . . . . .	1848	40	170
time extended . . . . . 1849—41:10	1853	45	223
. . . . . 1855—47:365	1860	52	269
headquarters, Somersworth . . . . .	1850	42	204
stock subscribed for . . . . .	1850	42	106
mortgage bonds . . . . . 1855—47:387	1856	43	43

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<i>Great Falls &amp; Conway</i> , — continued :			
directors increased . . . . .	1852	44	127
relieved . . . . .	1864	56	70
<i>Great Falls &amp; South Berwick Branch</i> :			
may cross other railroads . . . . .	1841	35	46
connection with Great Falls & Conway R. R.	1848	40	170
mortgage bonds . . . . .	1855	47	361
<i>Groton &amp; Nashua</i> :			
incorporated . . . . .	1844	36	380
union with W. & N. R. R. . . . .	1845	37	59
no commissioner to be appointed, etc. . . . .	1855	47	381
<i>Iron Mountain</i> :			
incorporated . . . . .	1872	64	407
<i>Keene</i> :			
incorporated . . . . .	1835	31	143
<i>Laconia &amp; Lake Village Horse</i> :			
incorporated, but fee paid too late . . . . .	1881	72	665
charter revived . . . . .	1883	73	405
<i>Lake Shore</i> :			
incorporated . . . . .	1883	73	521
<i>Lancaster &amp; Kilkenny Railway</i> :			
incorporated . . . . .	1879	71	264
charter extended . . . . .	1883	73	611
<i>Littleton</i> (see B. C. & M., Coös, and White Mts. in this class).			
<i>Littleton &amp; Franconia</i> :			
incorporated . . . . .	1871	63	255
time extended . . . . .	1881	72	385
<i>Lowell &amp; Windham</i> :			
incorporated . . . . .	1874	66	205
time extended . . . . .	1877	69	387
<i>Maine, New Hampshire, Massachusetts</i> :			
consolidation with B. & M. R. R. . . . .	1841	35	58
<i>Manchester Horse</i> :			
incorporated . . . . .	1864	56	69
charter revived . . . . .	1869	61	413
charter extended . . . . .	1876	68	435
<i>Manchester &amp; Ashburnham</i> :			
incorporated . . . . .	1871	63	219
<i>Manchester &amp; Candia</i> :			
incorporated . . . . .	1849	41	50
time extended . . . . . 1852—44: 132	1854	46	235
“ and leased to C. & P. R. R. . . . .	1859	51	189
<i>Manchester &amp; Claremont</i> :			
incorporated . . . . .	1870	62	437
time extended . . . . .	1877	69	401
<i>Manchester &amp; Fitchburg</i> :			
incorporated . . . . .	1877	69	391
charter revived . . . . .	1881	72	583

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<i>Manchester &amp; Keene :</i>			
incorporated . . . . .	1864	56	63
time extended . . . . .	1870	62	389
1874—66: 61	1879	71	308
capital stock increased . . . . .	1872	64	435
mortgage bonds, etc. . . . .	1873	65	383
foreclosure . . . . . 1881—72: 555	1883	73	627
<i>Manchester &amp; Lawrence :</i>			
incorporated . . . . .	1847	39	431
capital stock increased . . . . .	1852	44	131
mortgage bonds . . . . .	1855	47	363
branch built and leased . . . . .	1874	66	213
<i>Manchester &amp; North Weare (see N. H. Central)</i>			
<i>Merrimack &amp; Connecticut River :</i>			
incorporated from C. & C. & N. H. C. R. Rs.	1852	44	125
<i>Monadnock :</i>			
incorporated . . . . .	1848	40	167
charter revived . . . . .	1866	58	397
verbal amendments . . . . . 1867—59: 513	1877	69	369
lease authorized . . . . .	1869	61	417
mortgage bonds . . . . .	1871	63	307
may subscribe for stock of P. & H. R. R.	1877	69	335
<i>Mont Vernon :</i>			
incorporated . . . . . 1868—60: 203	1883	73	643
<i>Mount Lafayette :</i>			
incorporated . . . . .	1881	72	461
<i>Mount Washington Railway :</i>			
incorporated . . . . .	1858	50	211
charter revived . . . . .	1863	55	183
time extended, etc. . . . .	1869	61	421
<i>Nashua, Acton &amp; Boston :</i>			
incorporated . . . . .	1872	64	415
mortgage bonds . . . . . 1873—65: 25	1874	66	25
<i>Nashua Horse :</i>			
incorporated . . . . .	1871	63	271
<i>Nashua &amp; Epping :</i>			
incorporated . . . . .	1848	40	164
road extended . . . . .	1853	45	217
“ as commissioners direct . . . . .	1853	45	225
union with Portland & Rochester R. R. . . . .	1867	59	541
helps to form Nashua & Rochester R. R. . . . .	1868	60	191
<i>Nashua &amp; Lowell :</i>			
incorporated . . . . .	1837	31	13
N. & L. R. R. of N. H. and Mass. united . . . . .	1838	33	228
capital stock increased . . . . .	1866	58	509
contract with S. B. R. R. . . . .	1868	60	235
union with B. & L. R. R. . . . .	1874	66	445
<i>Nashua &amp; Plaistow :</i>			
incorporated . . . . .	1874	66	181

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<i>Nashua &amp; Rochester :</i>			
incorporated from P. & R. & N. & E. R. Rs.	1868	60	191
other state railroads may hold its stock			
1868—60:207	1870	62	173
charter amended . . . . .	1871	63	231
mortgage bonds . . . . .	1881	71	296
union with W. & N. R. R. . . . .	1883	73	603
<i>New Fabyan Hotel Horse :</i>			
building authorized . . . . .	1867	59	393
<i>New Hampshire Central :</i>			
incorporated . . . . .	1868	60	227
may go through Warner, etc. . . . .	1849	41	45
with C. & C. forms M. & Ct. River R. R. . . . .	1852	44	125
relieved [hence M. & North Weare R. R.]	1858	50	197
<i>New Hampshire Union :</i>			
incorporated . . . . .	1851	43	100
charter revived . . . . .	1863	55	179
<i>New Zealand River :</i>			
incorporated . . . . .	1878	70	142
time extended . . . . .	1881	72	605
<i>North Conway &amp; Mt. Kearsarge :</i>			
incorporated . . . . .	1883	73	463
<i>Northern :</i>			
incorporated . . . . .	1844—36:183	1844	36 574
union with F. & B. R. R. . . . .	1848	40	169
may build branch . . . . .	1872	64	439
may guarantee bonds of . . . . .	1875	67	178
and unite with C. & C. R. R. . . . .	1881	72	421
<i>Pemigewasset Valley :</i>			
incorporated . . . . .	1874	66	357
organization legalized . . . . .	1881	72	451
time extended . . . . .	1883	73	449
<i>Peterborough :</i>			
incorporated . . . . .	1866	58	237
lease authorized . . . . .	1869	61	429
may issue bonds, etc. . . . .	1875	67	241
indebtedness to N. & L. R. R. funded . . . . .	1877	69	339
<i>Peterborough &amp; Hillsborough :</i>			
incorporated . . . . .	1869	61	433
mortgage bonds . . . . .	1872	64	427
charter extended . . . . .	1876	68	413
Monadnock R. R. may subscribe for capital stock . . . . .	1877	69	335
<i>Peterborough &amp; Shirley :</i>			
incorporated . . . . .	1846	38	79
charter amended . . . . .	1848	40	26
preferred stock . . . . .	1852	44	128
relieved . . . . .	1858	50	227
union with Fitchburg R. R. . . . .	1861	53	231

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<i>Piscataquog River :</i>			
incorporated . . . . .	1848	40	165
charter revived . . . . .	1868	60	199
charter extended . . . . .	1871	63	227
<i>Pittsfield &amp; Concord :</i>			
incorporated . . . . .	1851	43	99
charter amended . . . . .	1852	44	130
<i>Pontocook :</i>			
incorporated . . . . .	1883	73	583
<i>Portland &amp; Connecticut River :</i>			
incorporated . . . . .	1839	34	94
<i>Portland &amp; Ogdensburgh :</i>			
right of way through State . . . . .	1869	61	441
mortgage bonds . . . . .	1871	63	259
rights confirmed . . . . .	1877	69	313
time of construction extended, etc. . . . .	1878	70	151
<i>Portland &amp; Rochester :</i>			
incorporated . . . . .	1866	58	545
with N. & E. R. R. forms N. & R. R. R. . . . .	1868	60	191
may sell or lease . . . . .	1881	72	465
<i>Portland, Saco &amp; Portsmouth :</i>			
Eastern R. R. in New Hampshire may unite with . . . . .	1841	35	30
may hold real estate in New Hampshire . . . . .	1866	58	501
<i>Portland, White Mountains &amp; Ogdensburgh :</i>			
incorporated . . . . .	1867	59	353
<i>Portsmouth, Great Falls &amp; Conway :</i>			
certain corporations to take stock . . . . .	1850	42	106
incorporated . . . . .	1865	57	357
capital stock increased . . . . .	1866	58	345
time extended, etc. . . . .	1870	62	397
time extended . . . . .	1871	63	263
lease to E. R. R., etc. . . . .	1871	63	291
connection with P. & D. R. R. . . . .	1873	65	125
mortgage bonds . . . . .	1878	70	160
<i>Portsmouth Marginal :</i>			
incorporated . . . . .	1873	65	335
<i>Portsmouth Marine Railway :</i>			
incorporated . . . . .	1833	30	58
<i>Portsmouth, Newmarket &amp; Exeter :</i>			
incorporated . . . . .	1845	37	127
<i>Portsmouth &amp; Concord :</i>			
incorporated [" Portsmouth, Newmarket & Concord "] . . . . .	1845	37	115
other state railroads may subscribe for capital stock . . . . . 1846 — 38 : 52	1848	40	168
may build branch . . . . . 1846 — 38 : 52	1846	38	138
. . . . . 1848 — 40 : 46	1853	45	227
time extended . . . . .	1850	42	72



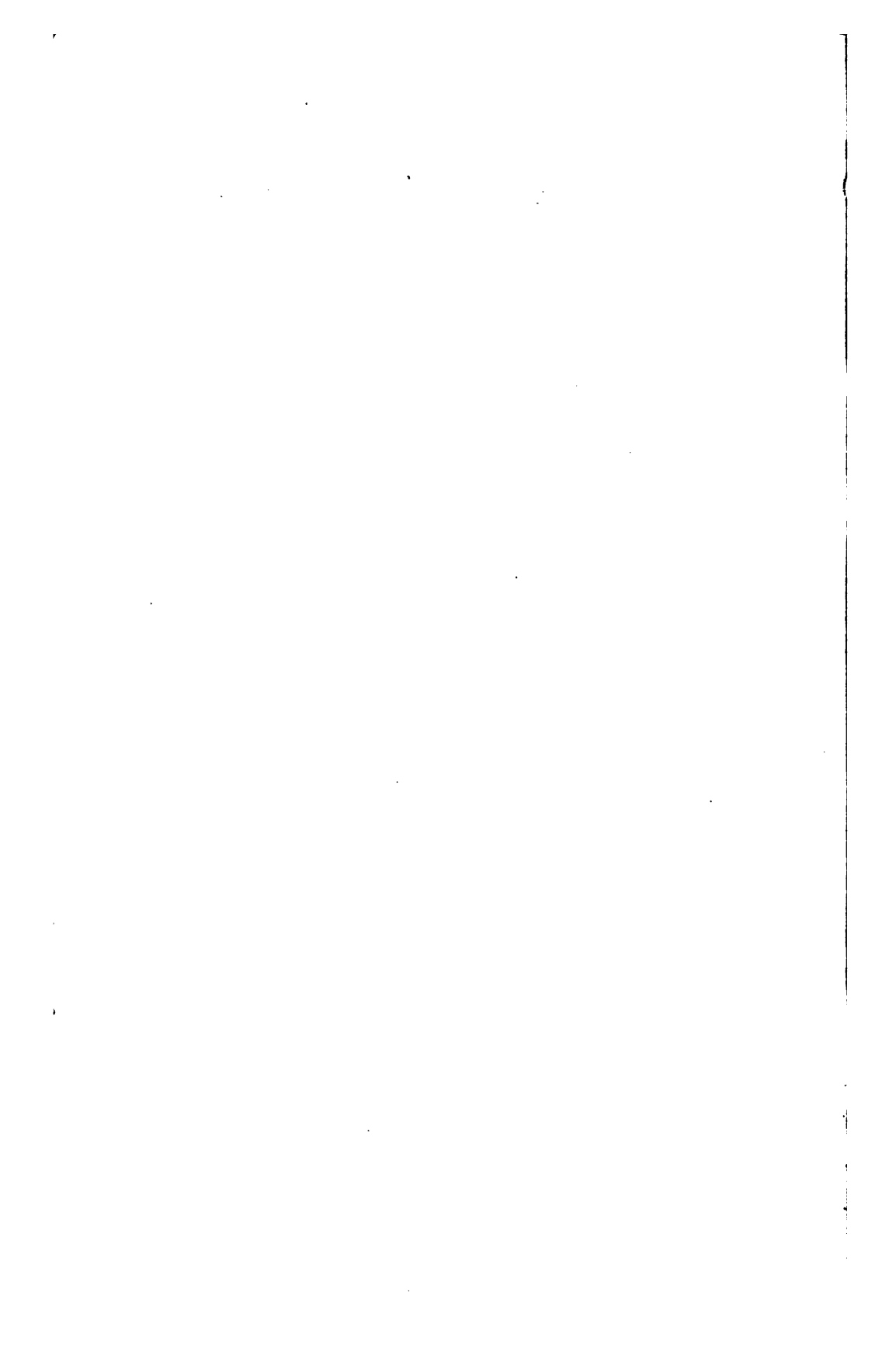
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<i>Portsmouth &amp; Concord</i> , — continued :			
headquarters, Portsmouth . . . . .	1850	42	72
mortgage bonds . . . . .	1850	42	118
preferred stock . . . . .	1852	44	129
<i>Portsmouth &amp; Dover</i> :			
" proprietors of " incorporated . . . . .	1842	35	159
time extended . . . . .	1844	36	568
" proprietors of " dropped, etc.			
1848 — 40 : 162	1851	43	101
time extended . . . . .	1855	47	371
re-incorporated . . . . .	1866	58	26
time extended, and lease authorized			
1867 — 59 : 561	1870	62	377
towns interested may subscribe for stock .	1871	63	267
capital stock increased 1872 — 64 : 423	1874	66	65
may unite with P., Gt. F. & C. R. R. .	1873	65	125
may erect wharves . . . . .	1873	65	203
stock and bonds . . . . .	1876	68	319
<i>Profile &amp; Franconia Notch</i> :			
incorporated . . . . .	1878	70	128
charter extended . . . . .	1883	73	543
<i>Rye Beach</i> :			
incorporated . . . . .	1872	64	403
first meeting legalized . . . . .	1881	72	459
<i>Salisbury &amp; East Kingston</i> :			
incorporated . . . . .	1846	38	84
charter amended . . . . .	1848	40	26
time extended, etc. . . . .	1848	40	50
<i>Salisbury &amp; East Kingston Extension</i> :			
incorporated . . . . .	1849	41	49
<i>Sawyer River</i> :			
incorporated . . . . .	1875	67	208
<i>Souhegan</i> :			
incorporated . . . . .	1846	38	78
charter amended . . . . .	1848	40	26
<i>Spicket River</i> :			
incorporated . . . . .	1874	66	185
time extended . . . . .	1883	73	451
<i>Sugar River</i> :			
incorporated . . . . . 1855 — 47 : 373	1866	58	245
charter amended . . . . .	1869	61	445
<i>Sullivan</i> :			
incorporated . . . . .	1846	38	82
may build branches . . . . .	1847	39	427
charter amended . . . . .	1848	40	26
to connect with other railroads . . . . .	1850	42	93
preferred stock . . . . .	1855	47	357
trustees' liability . . . . .	1855	47	493
investigation ordered . . . . .	1856	48	167

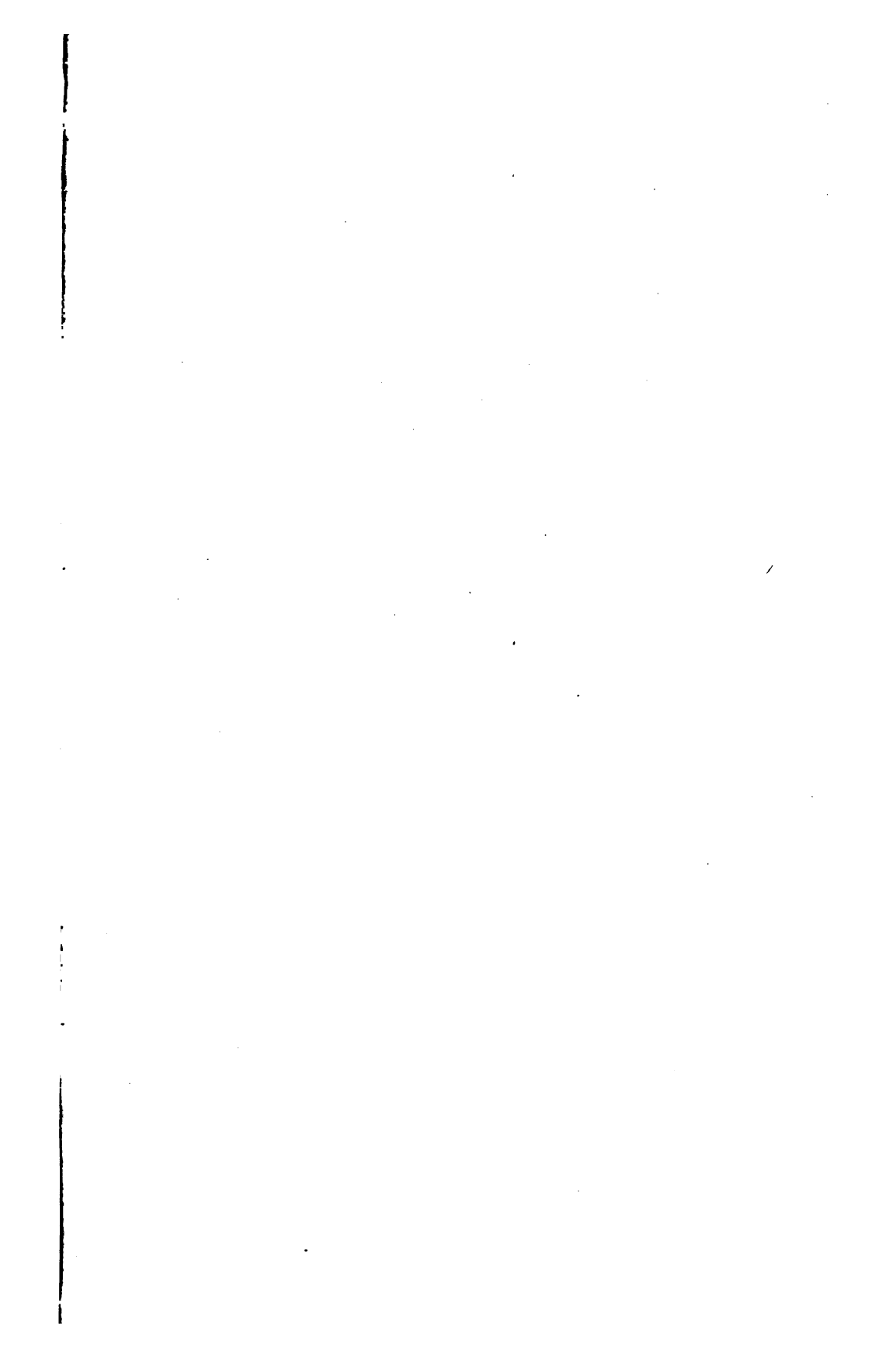
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<i>Sullivan</i> , — continued :			
creditors relieved [hence Sullivan Co. R. R.]	1866	58	317
<i>Suncook Valley</i> :			
incorporated . . . . . 1848 — 40 : 166	1863	55	169
may be leased . . . . .	1864	56	74
commissioners to locate southern terminus	1866	58	469
charter revived . . . . .	1868	60	211
time extended . . . . .	1868	60	239
1876 — 68 : 439	1881	72	497
capital stock increased . . . . .	1870	62	409
<i>Suncook Valley Extension</i> :			
incorporated . . . . .	1849	41	51
capital stock increased, etc. . . . .	1870	62	393
<i>Swift River</i> :			
incorporated . . . . .	1874	66	373
organization confirmed . . . . .	1881	72	397
<i>Tilton &amp; Belmont</i> :			
incorporated . . . . .	1883	73	571
<i>Upper Coos</i> :			
incorporated . . . . .	1883	73	537
<i>West Amesbury Branch</i> :			
incorporated . . . . .	1868	60	243
united with W. A. Branch in Massachusetts	1872	64	411
<i>West New Hampshire</i> :			
incorporated . . . . .	1866	58	261
charter extended . . . . . 1867 — 59 : 485	1870	62	385
<i>White Mountains, N. H.</i> :			
incorporated . . . . . 1848 — 40 : 158	1859	51	239
stockholders and creditors relieved . . . . .	1857	49	193
charter amended . . . . .	1866	58	381
to aid Littleton road . . . . .	1867	59	557
time extended . . . . . 1869 — 61 : 449	1872	64	419
union with B., C. & M. R. R., etc. . . . .	1871	63	215
connection with A. & St. L. R. R. . . . .	1883	73	419
<i>Whitefield &amp; Jefferson</i> :			
incorporated . . . . .	1878	70	130
capital stock increased . . . . .	1879	71	300
<i>Wilton</i> :			
incorporated . . . . .	1844	36	608
subject to all laws concerning corporations	1844	36	620
route through Amherst . . . . .	1850	42	101
number of directors . . . . .	1852	44	133
time extended . . . . . 1854 — 46 : 233	1855	47	383
lease approved . . . . .	1870	62	313
<i>Windsor &amp; Forest Line</i> :			
incorporated . . . . .	1870	62	413
capital stock increased, etc. . . . .	1872	64	431
directors increased . . . . .	1873	65	299

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<i>Windsor &amp; Forest Line</i> , — continued:			
time extended . . . . .	1874	66	145
1877 — 69:307	1883	73	541
<i>Wolfeborough</i> :			
incorporated . . . . .	1868	60	175
<i>Wolfeborough &amp; Alton</i> :			
incorporated . . . . .	1871	63	279
<i>Worcester &amp; Nashua</i> :			
united with Groton & Nashua R. R. . .	1845	37	59
no state commissioner for . . . . .	1855	47	381
may hold stock of N. & R. R. . . .	1875	67	240
mortgage bonds . . . . .	1879	71	238
lease of B., B. & G. R. R. . . . .	1881	72	579
union with Nashua & Rochester R. R. .	1883	73	603



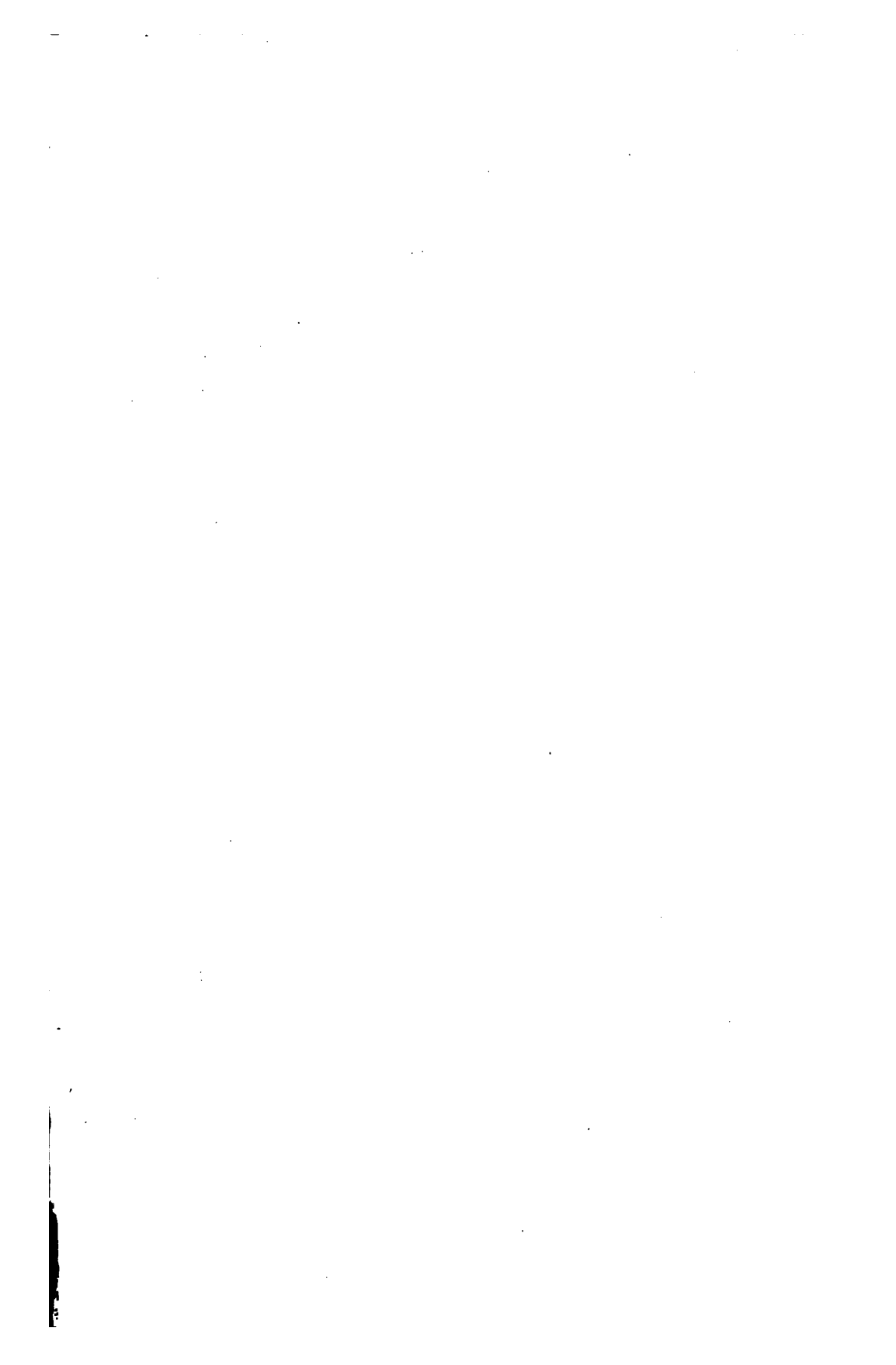












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